

NAVY NEWS

DECEMBER 1980

10p

CHRISTMAS VIGIL

Ships patrol Gulf area

A warm-water Christmas lies in prospect for the task force of four Royal Navy warships, plus attendant R.F.A. vessels, which have been given Arabian Sea duty as the Middle Eastern oil states war continues.

Already the Portsmouth-based guided missile destroyer H.M.S. Birmingham and Plymouth-based frigate H.M.S. Avenger have arrived in the Gulf of Oman area. On December 8, two more frigates from Plymouth, H.M. ships Apollo and Ardent, are due to leave the United Kingdom.

It is believed that on this precautionary patrol two ships on station will "rotate" with two standing by to relieve them as the force watches over shipping interests — particularly British — along the crucial oil routes, which include the vital Straits of Hormuz.

Supporting the Birmingham and Avenger were R.F.A. Fort Austin and Olmeda, while accompanying the Apollo and Ardent will be R.F.A. Tidepool.

Fire standby

It will be the first time for many years that task unit ships have been away from the U.K. at Christmas. Before their departure from the U.K., the Gulf of Oman patrol had been carried out by detached ships from the 1980 Far East deployment, which was returning to Britain and is due home before Christmas.

As Navy News went to press, sailors (like other Servicemen) were facing the possibility of another kind of "warm" duty, with firemen's strikes on the cards.

Many sailors were on standby for firefighting and had taken part in training on the now famous Green Goddesses in a number of establishments, including Horsea Island (Portsmouth), H.M.S. Raleigh, H.M.S. Pembroke and H.M.S. Cochrane.

Should their services become necessary they could then operate from many

Oh, rats!

Steady lads, things are grimmer than we thought . . .

An Army signal during firefighting contingency planning was musing over the plates, mugs and camp beds that Servicemen might need. Then, on food, it added alarmingly, "They are only to consume the rats when other feeding arrangements fail."

So that's what we forsook Mum's cooking for. Or is the Defence Budget really so strained?

Relief arrived only when it was realised that "rats" is merely the Army's abbreviation for rations.



PAY COMPUTER SPELLS IT OUT

New-style pay statements, using plainer language and giving more personal detail, start coming out from H.M.S. Centurion this month.

Centurion say they have taken note of feedback from the Fleet, particularly comments on "meaningless" abbreviations and codes which often need a visit to the pay office for translation.

Apart from minor amendment two years ago, the pay balance statement has remained basically unchanged since introduced in 1971. Now to be known

simply as the pay statement and given a "new look," it will use plainer language to describe the credits and debits.

There will also be a "reconciliation box" aimed to show people how the pay they are receiving has been calculated from the latest computer entry on the statement. The box is intended to replace the need for explanatory chits previously pinned to the statement by Supply officers.

PLAIN LANGUAGE

Space will not allow the "plain language" descriptions to be shown in full in many cases, but if, for example, deductions are being made for the Voluntary Sports Subscription, this will now be

shown as "Sports Sub," instead of "VSS."

Personal detail added includes seniority dates, type of engagement on which serving, and date due to leave the Service (expiry date).

Centurion say the latter is included to let people check that their computer record is right about their engagement, and should avoid those rare, but embarrassing, occasions when someone is expecting to leave within a few months, but the computer (and Drafting) records show some years yet to serve!

Centurion also say, "We aim to serve and support the Fleet, and hope that everyone will find the new pay statement an improvement on its predecessor."

**WE WISH YOU
ALL THE BEST**

... and so does LWren WTR Diane Webster, who donned festive rig of the day to add a little spice to our season's

greetings. Diane (22), who works in the Staff Officers' Mess, Portsmouth Dockyard, was allowed the run of the local Landports department store Christmas grotto while PO(Phot) Dutch Holland recorded the scene.

After the quake ...

British Service men and women based in Naples with NATO, including members of Royal Navy families, were reported safe after the earthquake which caused huge loss of life in Southern Italy at the end of November.

They were quick to join in relief work by "adopting" a devastated village near Salerno and about 40 miles from Naples. Tents, blankets, clothing and provisions were taken there, and they also gave blood in their efforts to help relieve suffering.

Meanwhile, the normal work and life of the R.N. community in Naples is portrayed in a colour feature — prepared before the earthquake occurred — in our centre pages.

THAT FAMILY FEELING AS THE VILLAGE'S SHIP COMES IN...

Ale and hearty welcome for Soberton men

H.M.S. Soberton took time off from her Fishery Protection Squadron duties to enjoy a "family" week-end in the little Hampshire village of Soberton.



Dig in, lads... MEM Scouse Boyd (left) and STD "Ghengis" Dale found that helping out one of the villagers won a liquid reward.

The ship berthed in H.M.S. Vernon and got the visit off to a spirited start with a cocktail party on board. Next day the commanding officer, Lieut.-Cdr. Jonathan Band, and 12 of his ship's company drove to the village, where they were greeted by television cameras and reporters.

A group led by POMEM Paul Waudby and consisting of the Buffer, LS Matthews, AB McFauld, MEM Harding, MEM Rushton and AB Smith chopped down and cleared away two trees in the village churchyard — and consumed two crates of beer supplied by a grateful church warden.

Gardening

AB Steve Donald and RO Lynk cleaned the village war memorial in between testing the local landlord's best brew, and STD Dales and SMN Williams did some gardening for old age pensioners in the village.

The navigator, Sub-Lieut. Paul McCaig and the coxswain, RPO Pat O'Gara, gave a presentation on the ship and the squadron to children at Soberton school, while Lieut.-Cdr. Band called on the district



Brushing up on country matters... AB Steve Donald (left) and RO "Cuff" Lynk clean Soberton village war memorial.

Pictures: LA(Phot) R. Thompson

councillor, organised "scran" and managed to get his ship's company back to work...

Later that evening a children's party was held on board.

On the Saturday a soccer match was held between ship and village. The ship came second, a fact which did not deter the commanding officer from planting a commemorative oak tree at half-time. Entertainment continued with a magnificent tea provided by the football club, and followed by a musical evening in the village hall. Friendships were later cemented in the pub.

The ship's company attended church in Soberton on the Sunday and were then invited home for lunch by the families of the village. In the afternoon, villagers and sailors returned to the ship to round off a memorable visit.

H.M.S. Soberton also enjoyed a visit to Grimsby, which has bestowed its Freedom on the Fishery Protection Squadron. A series of civil functions and informal hospitality was arranged for the ship's company. When the Soberton returned to her patrol duties, she took with her several members of the Grimsby Sea Cadet Unit.

Princess Anne at WRNS reunion

Princess Anne, Patron of the Association of Wrens, was guest of honour at a reunion on November 1 to mark the diamond jubilee of the association.

Nearly 3,000 past and present members of the WRNS, headed by the Director WRNS, Commandant Elizabeth Craig-McFeely, were present at the Royal Festival Hall for the reunion.

GUESTS

Among the guests were Mrs. Jane Rossiter (87) and Mrs. Beatrice Browne (83) who both served in World War I. When the WRNS was re-formed in 1939 they were the first to rejoin. Their service numbers being 1 and 2.

Other distinguished guests included the Second Sea Lord, Admiral Sir Desmond Cassidy, the Chaplain of the Fleet, the Ven. Archdeacon Ray Roberts, and the Matron-in-Chief QARNNS, Miss M. E. Collins.

A concert was given by the Band of the Royal Marines School of Music under the direction of Lieut.-Col. J. R. Mason, R.M. Kenneth McKellar sang.

Award for ski-ramp inventor

Lieut.-Cdr. Doug Taylor, inventor of the ski-jump take-off ramp, has received the Sir James Martin Award from the Guild of Air Pilots and Air Navigators.

He is pictured being presented with the award by the Master of the Guild, Mr. H. O. Field, at the Clothworkers' Hall, London.

The ski-ramp, now being fitted to H.M.S. Hermes, and already incorporated in H.M.S. Invincible, gives a much improved operational performance by the Sea Harrier in terms of sortie time and fuel and weapon loading.

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SWOP DRAFTS

MEM(M) I. M. Steel, Barrack Guard, H.M.S. Drake, drafted to H.M.S. Stubbington (Rosyth), April 1981. Will swap for any Devonport-based ship, preferably U.S.A.

AB(R) G. Jackson 3M, H.M.S. Minerva, long deployment, March. Will swap for any Plymouth shore base or ship in long refit.

LWTR I. W. McDonald, 2H2 Mess, H.M.S. Bulwark (due deployment). Will swap for any Portsmouth-based ship.

MEM(L) D. C. Daly, H.M.S. Pembroke, ext. 3548, drafted H.M.S. Hermes (Portsmouth), January 27, 1981. Will swap for any seagoing ship or ship due to leave refit.

WTR P. Evans, H.M.S. Phoebe, drafted H.M.S. Drake, April. Will swap for any Chatham or London shore base or Chatham ship.

AB(M) A. P. Duff, 3E2 Mess, H.M.S. Minerva, drafted R.N.D.T., Jan. Will swap for Chatham or Plymouth shore base or ship in refit.

RO1(G) J. J. Hill, 3D Mess, H.M.S. Cardiff, due deployment early 1981. Will swap for any Portsmouth shore base or ship not deploying.

AB(M) C. S. Cowan, 2F Mess, H.M.S. Cardiff, deploying early 1981. Will swap for any Portsmouth shore base or ship in refit.

MEM(M) 2 Botting, 8 Mess, H.M.S. Tarant, drafted H.M.S. Antrim, Portsmouth. Will swap for any frigate, preferably H.M.S. Invincible.

MEM(M) 2 Botting, 8 Mess, H.M.S. Tarant, drafted H.M.S. Antrim, Portsmouth. Will swap for any frigate, anywhere.

It also allows the pilot to achieve considerable height while taking off, greatly improving his chances of survival should he have to eject shortly after take-off.

Conceived and developed by Lieut.-Cdr. Taylor, the ski ramp is an upward curving runway which at take-off gives a semi-ballistic trajectory to the aircraft.

In July 1978 Lieut.-Cdr. Taylor received an interim payment of £25,000 for his invention, and was later awarded £500 from the Herbert Lott Naval Trust Fund.

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.



RO1(T) A. Shipman, 2 Mess, H.M.S. Yarnton, drafted Mount Wise Commenc. April. Will swap for any frigate or destroyer deploying.

POSTD G. T. Elson, c/o Wardroom, H.M.S. Collingwood, ext. 206 drafted H.M.S. Rothesay, Rosyth, June for 27 months. Will swap for any Portsmouth ship.

SEA(M) Lilley, 5F Mess, H.M.S. Bulwark, drafted Jan. H.M.S. Brilliant, Devonport. Will swap for any destroyer, preferably Type 42.

POMEM(M) B.W.C. Kennedy, CSU, Fleet Maintenance Base, Devonport, due to join H.M.S. Fearless, March, at Tyne and Wear, to be Dartmouth training ship. Will swap for any Devonport ship or shore draft.

MEM(M) 1 D. Parthay, 66 Unit, FMB Devonport, drafted H.M.S. Antrim, Portsmouth, May. Will swap for any Plymouth ship.

MEM(M) 1 McNicoll, H.M.S. Neptune, drafted H.M.S. Antrim, Portsmouth, June. Will swap for any Devonport ship or shore draft.

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Titanic expense to refloat a legend

Incredibility still surrounds the *Titanic* almost seven decades after her one-sided altercation with an iceberg.

When the news broke, no one could at first believe that the biggest, most luxurious and safest ship in the world had sunk with more than 1,500 of her passengers and crew, ending her maiden voyage 12,000ft. below the North Atlantic.

Since then the most famous sea tragedy of all time has been told and retold. Appetite for the story has consumed all the facts and is ready to swallow the incredible for dessert.

Serving it up is Clive Cussler, whose best-selling novel "Raise the *Titanic*!" launches the ship again — this time into a sea of fantasy. Although employing an unbelievable plot,

Cussler's nevertheless gripping fiction won a disciple in Lord Grade, whose company, ITC Entertainment, has transferred the resurrection to the screen at a cost of almost £14 million.

The production, which can be seen in Royal Navy cinemas from this month, boasts "technical and special effects never before seen on the screen." It is Lord Grade's biggest film venture and the statistics do justice to the subject:

Record tank

Models, including a 55ft. long replica of the liner, cost £2.5 million, and an £830,000 underwater filming tank was built in Malta. The largest of its kind ever built, the tank holds nine million gallons of water, is 350ft. long, 250ft. wide and 35ft. deep.

Three months on location took the

cast and film crew to Greece, Cornwall, San Diego, Washington D.C., and Alaska. The strong cast includes Jason Robards, Richard Jordan, Anne Archer and Sir Alec Guinness.

FILMS FOR THE FLEET

All this talent and expense is woven into a plot which envisages an operation by the U.S. to refloat the *Titanic* in the knowledge that a rare mineral is on board, a mineral that is the key to a nationwide force-field defence!

The full list of titles ordered this month by the Royal Naval Film Corporation is:

Airplane! (A) — Lloyd Bridges, Robert Stack. Joke piles on joke in this black comedy which sends up the "Airport" series of aerial disaster films. CIC. No. 765.

Can't Stop The Music (A) — Village People, Valerie Perrine. Pop music comedy about the formation and promotion of the group Village People, allegedly assembled at random from passers-by in New York's Greenwich Village. Columbia-EMI-Warner. No. 766.

Little Miss Marker (U) — Julie Andrews, Walter Matthau, Tony Curtis, Bob Newhart. Freely adapted version of Damon Runyon's comedy about a crooked bookmaker's attachment to a little girl (Sara Stimson). CIC. No. 767.

The Hostage Tower (A) — Peter Fonda, Maud Adams. Thriller about a master-criminal who "kidnaps" the

Tower. Columbia-EMI-Warner. No. 768.

The Blues Brothers (AA) — John Belushi, Dan Akroyd, Carrie Fisher. The plot takes a back seat in this slapstick farce about two ex-convicts who form a pop group. The mayhem culminates in a Chicago car chase and some of the most spectacular auto-carnage ever seen on screen. CIC. No. 769.

Sellers

The Fiendish Plot of Dr. Fu Manchu (A) — Peter Sellers plays several parts in this comic send-up of the yarns about the evil Oriental who after each defeat vows: "The world will hear from me again..." Columbia-EMI-Warner. No. 777.

Raise the *Titanic*! (A) — ITC. No. 778.



PO Patrick McGlead

Anti-I.I. man in raid on junk

A Royal Navy hovercraft navigator who led a three-man boarding party to capture a Chinese junk carrying more than 100 people has received the commendation of the Commander-in-Chief Fleet, Sir James Eberle.

PO Patrick McGlead was navigator in an R.N. hovercraft on anti-illegal immigration patrol in Hong Kong Harbour. On the night of June 21 he detected a suspicious contact which was discovered to be a junk packed with illegal immigrants.

OUTNUMBERED

The petty officer navigated the hovercraft to within two feet of the weaving junk and, when in position, took up his sub-machine gun to lead his small boarding party on to the vessel. Despite being outnumbered 40 to one he wrested control of the junk from the master and retained it for two hours until the police reached the scene.

Admiral Eberle's commendation states that PO McGlead showed exemplary leadership and resourcefulness, without which the operation would not have succeeded. The presentation was made at the Hovercraft Trials Unit, H.M.S. Daedalus, by the commanding officer of the establishment, Capt. A. W. Wheeler.

Now Freddie's trials are over

Lieut. Freddie Fox has been to sea on trials in different ships 123 times, which must be something of a record considering he retired from active service in 1966.

As a retired officer he joined the Admiralty Underwater Weapons Establishment at Gosport, and had been responsible for self-noise trials in surface ships until his retirement this month.

Purr-fectly charming!

*In or out of uniform Wren WTR(G) Jan Ashcroft cuts quite a figure... 34-24-33 in fact. Jan (21), a typist for the Royal Marines magazine *Globe and Laurel*, posed for these pictures taken by colleague PO(Phot) Dutch Holland. They were kindly passed on to Navy News, a gesture which we are sure will be appreciated by many of our readers.*

Jan, a Lancashire lass from Bolton, works at the magazine's Eastney Barracks headquarters in Portsmouth. But her attachment to the Royals extends beyond that of a professional role — she is engaged to Corporal Bob Smale who intends to make a long-term career for himself in the Service.

Sometime after their marriage in June, Jan hopes to breed Siamese cats, an ambition she has fostered since she bought her first aristocat five months ago.

Here's wishing her purr-fect happiness for the future...



Tom's Last Shanty comes first

To win a prize with a song called "The Last Shanty" is a little ironic for a submariner who has spent 18 years doing his bit to keep the Royal Navy's folk tradition from going under.

CPO Tom Lewis collected £100 and a silver cup in the final of the 1980 Services Folk Competition for an original composition that bewails the passing of one of the most popular traditional song styles.

"There just aren't the jobs in today's ships to suit shanty singing," he explained. "They were all work songs with a different beat to suit the job in hand — for turning capstans, pumping, net-hauling and so on. In today's Navy all those tasks are done by machinery."

Tom, based with the First Submarine Squadron at Gosport, has made quite a study of sea shanties and other maritime songs.

Against 80 rivals he shared first prize in the composer category with Sergt. Terry Ford, of Camberley, when the final of the Folk Competition was held at R.A.F. Brize Norton.

The Navy's other major success in the contest was Sippers, a trio of officers from H.M.S. Raleigh. Lieuts. Andy Will, John Taylor, and Dave Clarke were runners-up in the group category.

Compered by David Allen and augmented by professional acts headed by Max Boyce, the contest was recorded in front of a capacity audience for later transmission on the British Forces Broadcasting Service — organisers of the event — and B.B.C. local radio stations.

● Fresh from his success in the Services Folk Competition, CPO Tom Lewis is pictured singing "The Last Shanty" for members of Portsmouth's Railway Inn Folk Club.



This month it is the Fleet Air Arm's turn to give voice in Drafty's Corner ...

In short, we need more men

Manpower is, of course, Drafty's business and although most of the other drafting sections are old hands at operating with a permanent overdraft on their current account, it is a new experience for the Fleet Air Arm.

This must surely have been the first year that the Branch has been continuously in overall shortage. The bearing graph dipped below the requirement in June, 1979 and by the beginning of 1980 we were six per cent. deficient on our manpower bill of 7,500.

The situation has admittedly improved a little during the year and the latest figures show a five per cent. deficiency. Cause for cheer one would have thought, but regrettably these figures mask severe shortages in certain categories, the worst of these being the Weapon/Electrical Artificers/Mechanicians who are currently 24 per cent. under strength. So what are we doing about it?

Some of the FAA readers will be aware of a joint FONAC/FOF3 study that has been going on to reduce the number of Artificer/Mechanic billets without incurring any operational penalties.

The project was aimed at investigating the AED manpower in ships, squadrons and air stations, concentrating mainly on senior ratings. Considerable emphasis was placed on improving the Mechanic/Artificer ratio.

In recent years this ratio has fallen to approximately 40/60, that is, heavily biased towards the Artificer. It is EBD policy to reverse this trend and achieve a ratio of 60/40, thereby making Drafty's job easier by releasing a considerable number of Artificer billets.

The study is not yet complete but so far a considerable degree of success has been achieved. No fewer than 123 Artificer billets have been saved for an increase of only 68 Mechanic billets. The old overall Mechanic / Artificer ratio of 30/70 in AEDs and 44/56 in the Squadrons has been improved to 40/60 in AEDs and 60/40 in the Squadrons.

An additional advantage of this scheme is to give the Mechanics a greater degree of responsibility.

Another branch that has been causing Drafty headaches has been that of the Aircraveman. We started the year off with a shortage of 26 per cent. on a requirement of nearly 300 billets. During the year FONAC initiated remedial action, including a publicity campaign and a recruiting drive.

We are not out of the wood yet, but the gap has closed to a 12 per cent. shortage. This is not quite as good as it sounds because over the year the requirement has reduced by 14 billets, but nevertheless it has made life a little easier.

Small ships' flights

From the drafting point of view, this area continues to jog along without too many difficulties. The build up of Lynx flights continues as the Wasps run down. As of this month we have 24 Lynx flights formed, which includes two

DRAFTY'S CORNER

TEN UP!

The tenth anniversary of H.M.S. Centurion's commissioning was celebrated in style at the Gosport pay, drafting and records computer establishment.

Taking the salute at ceremonial divisions was the Director - General Naval Manpower and Training, Rear-Admiral Peter Herbert. Other guests included the first Commodore of Centurion, Rear-Admiral Frank Hearn, and the mayors of Fareham and Gosport. Also present was the current Commodore of Centurion, Commodore John Barker.

Music was provided by the Royal Marines Band of the Commander-in-Chief Naval Home Command.

Cutting the birthday cake (right) to mark H.M.S. Centurion's tenth anniversary are the Commodore's wife, Mrs. Priscilla Barker, and the youngest rating, WTR Gary Bond.

trials flights, and 22 Wasp flights left, including the four survey ships.

As this gradual takeover by the Lynx continues, the New Year will see 815 Squadron forming to parent the Front Line flights and 702 continuing with the training role. In the opposite vein, the Wasp side will see 703 Squadron absorbed into the "new" 829 Squadron, which will then be responsible for both tasks.

On the complementing side of flights, a recent change in



complement now allows the M1 on "WL" and "R" SMR flights to be selected AEA(M)/AEMN(M)2's in lieu of AEA(M)/AEMN(M)1's, thus providing more sea jobs for these ratings.

The two Wessex 3 and three Wessex 5 HDS flights continue to operate without any of the changes which are occurring elsewhere and cause us in drafting very few problems.

One final point: if any of you in PFE wish to apply for a particular flight, forward your

C240 as soon as possible. We do try to give you what you want.

Complement changes

This has been a year of many complement changes in our Front Line Squadrons and AEDs. As inevitably this will have caused some of you drafting turbulence, it would do well to look at the reasons.

First, there has been the usual on-going changes to complements, following reviews; these are unavoidable and are designed to make the best of our available manpower.

Secondly, the year has seen the formation of several new Squadrons — 815, 899, 800 and 801 — and the amalgamation of 703 and 829.

Thirdly, and by far the largest factor in manpower redistribution has been actioning the recommendation of the FONAC / FOF3 Artificer / Mechanic study of which mention has already been made.

All these changes bring with them turbulence as they usually occur at short notice. This exacerbates our problem as we try to give you all two years' warning of FLS and it takes six to nine months to train you.

So it has been a busy time on the Front Line, but let us hope that the worst is over and things should have settled down by 1981.



Extensions of FLS

In the past, extensions of FLS were usually granted, but now it is becoming less and less easy. Those of you who have recently been refused may be wondering why Drafty is being so inflexible.

The turnover of manpower at Front Line takes place every four months at what are termed staged reliefs. We write to the squadron or ship approximately seven months before the changeover is due to occur.

We include a paragraph saying that it may be possible to extend the ERDs of some ratings by eight or 16 months, and indeed we do endeavour to grant any requests, but there are two basic reasons why it is becoming so difficult to approve more than about 33 per cent.

First, with the length of training being so long for FLS, your reliefs are already doing their courses when your requests for extension are received in Centurion.

Now this leads on to a second reason. In the good old days of surplus this could be overlooked and your relief could wait until you completed your extension, but not now, with manpower so short we cannot afford to have trained men marking time awaiting their FLS.

So what is the solution? We are investigating the possibility of sending the letter out earlier, but there are many factors to consider. In the meantime if any of you on FLS feel you want to stay with your squadron or ship for a further eight or 16 months, we ask you to submit a C240 at least one year prior to your ERD. This then enables us to consider your request before we commence training your relief.

The routine is slightly different with small ships' flights where, because of trickle drafting, we send a letter for men being relieved six to 12 months ahead, thus making it much easier to say "Yes".

It must be noted that, at present, no Able Rates, other than AEM(W), will be accepted, due to the shortage of FLS billets.

EBD — WL conversion

Conversion courses of W and L ratings to WL and of the WL professional qualifying courses started this year. About 14 ratings became WL

on September 1 by virtue of their experience and training and their numbers will increase as the training programme gets into full swing. Directives have been issued by FONAC on the employment of WL ratings at air stations.

The first Squadron to change to WL servicing schedules will be 814 in April, 1983, which means that it will have to be manned fully WL by this date. This will be effected by normal staged reliefs, starting in August, 1981.

Thereafter there will be an increasing requirement for WLs for sea service, initially in Sea King Squadrons, then Wessex 5s, Lynx, Wasp, etc.

However, only about a quarter of any conversion course will be required immediately for sea — the remainder will return to their parent air stations for consolidation and WL employment.

The sea rosters for any particular rate for W, L and WL have been combined and WLs can expect the same sea/shore ratio as Ws and Ls. In order to give as many men as possible their first preference draft, we shall find WLs going to sea in all front line units, not just in Sea King Squadrons.

Where to next?

Some FAA ratings may not be aware that once a year, a Naval Air Command Weekly Order (NACWO) is published to help answer this question. It lists the number of FAA billets in each category which are available in the Schemes of Complement of every ship, squadron and shore establishment at home and overseas.

The latest such order is NACWO 88/80 and a copy should be on display in your Regulating Office, or on your ship's company notice board. If this is not so contact your divisional officer and he should be able to chase it up.

From the information provided in the NACWO it is also possible to deduce your chances of Front Line Service, based on the air stations at which you wish to serve.

This is done by comparing the number of ratings in your category required for Front Line Squadrons / Flights based on the air stations concerned with the number required to serve in the air station itself.

Having sighted the NACWO this would be as good a time as ever to update your Drafting Preference Card. Remember, Drafty prefers DPCs to Christmas cards.

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FORT AUSTIN SAILS FOR THE GULF

One of the Royal Navy's newest support ships, R.F.A. Fort Austin, was this month joining British warships in the Gulf of Oman. With the large fleet tanker R.F.A. Olmeda she will supply the destroyer H.M.S. Birmingham and the frigate H.M.S. Avenger which were relieving H.M. ships Antrim and Naiad in the Gulf.

**Ready
for any
task . . .**

Supplying the Fleet is a task as old as the Royal Navy itself. It was not, however, until steam had replaced sail that the Royal Fleet Auxiliary Service was formed.

It was officially constituted by Royal Charter in 1911 and was at first a coal-bunkering and store-carrying service.

In the Second World War R.F.A.s served in every theatre of naval operations, its officers and men distinguishing themselves by their fortitude and loyalty.

Since then, off Suez, Cyprus, Iceland, Kuwait, Borneo and in the Mozambique Channel the R.F.A.s has added to its achievements and, with the Royal Navy, has always been ready for any task.

The Fort Austin left Plymouth on November 14 to make her contribution to the Royal Navy presence, instituted as a precautionary measure soon after the Iraq-Iran war began in September.

Like her sister-ship, R.F.A. Fort Grange, the Fort Austin is among the largest of the Navy's stores support ships, designed to replenish warships with armament and supplies and to operate in a nuclear environment.

Four helos

The stores — including refrigerated goods — can be transferred rapidly and in large quantities while underway. They are moved to the transfer point by fork-lift trucks, pallet transporters and electric lifts.

Electric deck cranes are fitted to assist in the rapid loading of the ship, while her ability to carry up to four Sea King helicopters makes aerial replenishment possible.

Commissioned in May last year, the Fort Austin is equipped with the most advanced rigs to increase the control and speed of transfer with greater safety and stability.

She is powered by a single

R.F.A. Fort Austin, one of the Royal Navy's largest stores support ships, which left for the Gulf of Oman last month.

Scott Sulzer diesel engine capable of giving a speed of 22 knots with control from the centralised machinery control room or direct from the bridge. A bow thruster is fitted to give additional manoeuvrability in confined waters. Her commanding officer is Capt. J. Logan.

FACTS AND FIGURES

Displacement: 23,600 tons. Length: 603 ft. Beam: 79 ft. Draught: 29.5 ft. Aircraft: One Sea King helicopter with the capability of carrying up to three more. Propulsion: One eight-cylinder 8RND90 Sulzer diesel producing 23,200 b.h.p. and driving a single shaft. Speed: 22 knots. Range: 10,000 miles at 20 knots. Complement: 140 R.F.A. personnel with accommodation for an aircraft detachment of up to 63 R.N. personnel.

PHOTO POSTCARDS

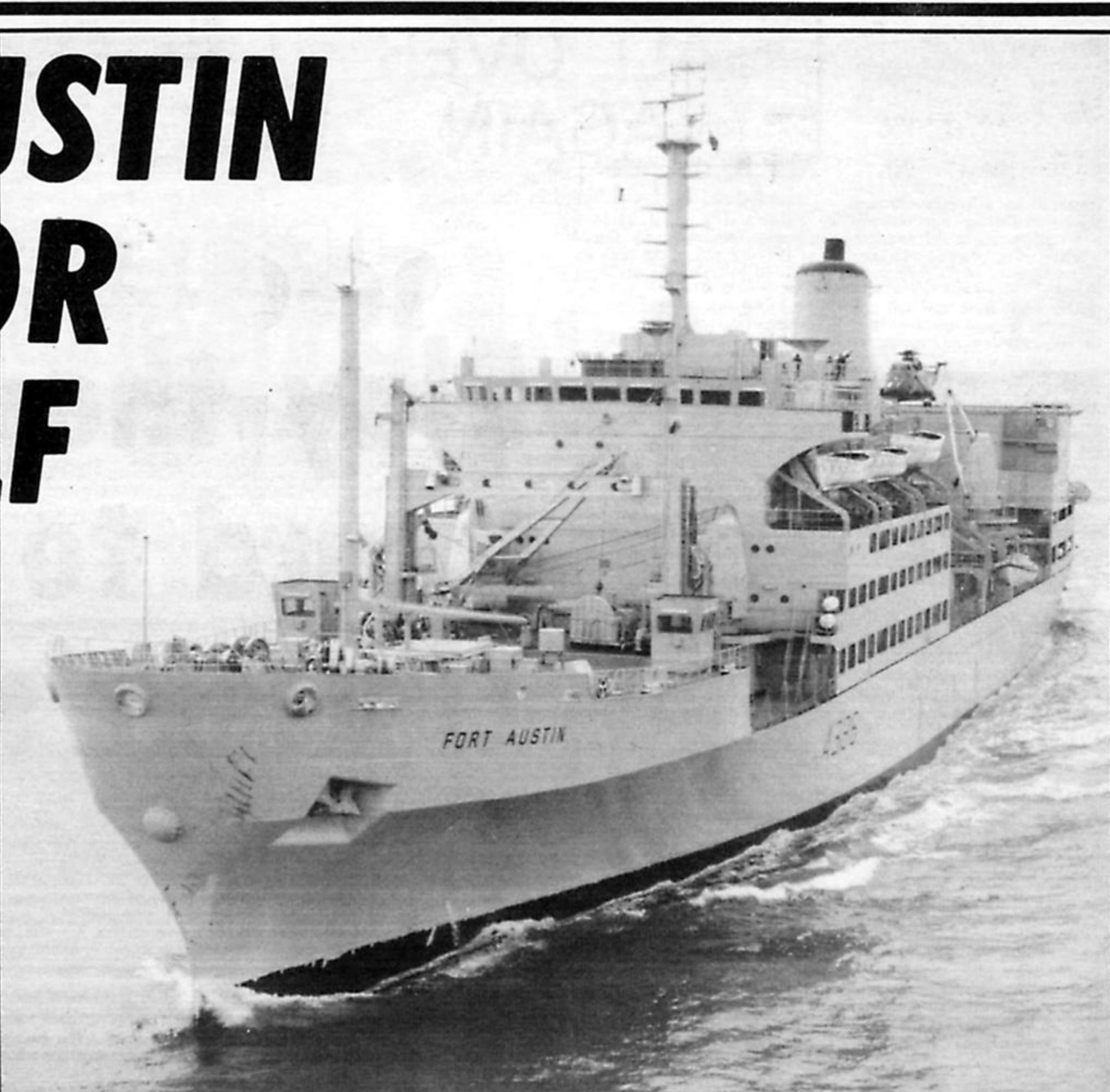
Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each (minimum order 60p) inc. postage and packing (£1.20 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication of 12 issues can be arranged on receipt of postal order or cheque for £2.30. Albums to hold 64 Navy News postcards are £3.20 each (including postage).

Only postcards of ships listed here are available.

Abdiel (1968), Abdiel (1980), Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Anglesey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut (pre-mod), Argonaut (mod), Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Aurora, Avenger.

Bacchante, Barrosa, Battleaxe, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brecon, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsway (Destroyer), Broadsway (Type 22 frigate), Brumington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Cardiff, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Iorunn (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus,



Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Fort Austin, Fort Grange, Fort, Galatea, Gambia, Gurdie Ness, Glamorgan, Glasgow (1956), Glasgow (1980), Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beauchamp, Wasperton, Yarnton, Monkton on one postcard), Hubberston, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964), London (1980), Londonderry, Londonderry (mod), Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell, Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Shefffield (Type 42), Shefffield (cruiser), Shouton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Superb, Swiftsure, Tacturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursula, Vanguard, Victorius, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warner, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.



STORMPROOFING

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**Not knocking
the R.N.P.S.**

I am sorry that Mr. R. Kay (October) thought I was knocking the R.N.P.S. in my comment on the Silver Badge. Far from it, I served over six years in trawlers and am well aware of the triumphs of some, and of the sacrifice of others, in the 251 ships that were lost.

I became "Jimmy the Bastard" in a pretty efficient ship, considering our training and equipment, at the moment when it was decreed that the informal ways of 1939-40 must change.

The imposition of bull, as some fine seaman saw it, eroded the splendid spirit of early days.

In my opinion the title H.M.T., instead of H.M.S., that badge and anything else that implied that we were in a different sort of Navy, only hindered a difficult transition. — **Geoffrey Dorner, Lieut-Cdr., RNVR (retd.), Dartmouth.**

**Stop that
U-boat!**

On May 9 1945 some CPOs or POs from H.M.S. Wolfhound and some senior NCOs of the 21st Independent Parachute Company were having drinks in Stavanger, Norway, when they received an alarm that a German submarine in the bay was attempting to escape captivity.

They immediately dashed off across the admiral's garden, the shortest route, to prevent this happening and, after a bit of a scrap, they succeeded.

This is as told by a former member of the 21st IPC to the author of a history of the company, now in process of publication. If anyone can supply more information about the incident I would be grateful if they could write to me at 34 Gordon Road, Dereham, Norfolk. — **John Watson.**

MAKING DO ALL OVER AGAIN

The October issue headline, "Make Do and Mend" reminded me of similar times in the Navy.

When I joined H.M.S. Ganges training establishment in 1924 the pay of the boys was reduced by a shilling per week, leaving us with seven shillings a week. Of that we had sixpence to spend.

In 1925, when 50 boys in training had to paint ship in H.M.S. Serapis (S-class destroyer), paint brushes were scarce and we had to use handfuls of cotton waste.

Throughout my Service career until 1948 "inflation" kept popping up. It will be remembered that in 1931 the mutiny at Invergordon was caused by the Government's decision to stop a shilling a day from the pay of every man. — **L. Clarke, Melton Mowbray, Leics.**

**Old sailors saw
the light!**

While reading your November Newsview "Take the sex out of ships? Not likely," my mind wandered to a little pub in Blokhus, Jutland, where I once stayed.

The dining room was festooned with figureheads, old binnacles and huge sternboards from 19th century sailing vessels. Over the fireplace was a magnificent carved board about 12 feet long and beautifully inscribed with the warning, "Naked lights like naked women cause trouble." Those old sailors knew a thing about the fair sex. — **H. K. Dean, Cdr., R.N. (retd.), Holsworthy, Devon.**



TODAY'S CAREERS ADVISERS HAVE TO BE A LITTLE MORE SUBTLE.

They also have to be a good judge of character. They have to be able to pick out the young lads who are bright, keen and genuinely interested in the Service.

And they must know how to spot the promising recruit underneath his long hair and his jeans.

If you are a FCPO, CPO, WO or C/Sgt RM coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of over 60 Careers Information Offices. As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in a current DCI.

Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB(N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

By any other name . . .

We'd be daft to despise All those wise DCI's And the guys who devise 'em with clarity; Even Jack must agree It's delightful to see All these orders expressed with such charity.

DCI Four-three-four Throws new light on a chore Which all dallying dabtoes deem vital. It's a treat to know when We can greet her as "Wren" — And it's handy to know her full title . . .

Now this DC directive Shows the noun when collective — The adjectives, too, have been listed — And most strongly it's stressed That if wrongly addressed The dear girls get their underwear twisted.

Well, it's great to conform — But my nature is warm, So for me this decree needs unsnarling; How do such laws apply To this lovable guy Who refers to all damsels as "darling"?

Bernard Campion

LETTERS TO THE EDITOR

Play the right card to cut Pusser's bill

Sport is a part of Service life which plays an extremely large role in maintaining morale in the Fleet.

If financial constraints affect fixtures and travelling, one way of reducing expense would be to allow officers and ratings to use the Forces Railcard for recreational travel instead of a duty warrant. Then you would claim back the cost of the ticket (only in circumstances where recreational travel is authorised), so reducing Pusser's bill by about 50 per cent.

I appreciate that at present this is contrary to the rules of usage. However, I feel that a change would be beneficial to morale, British Rail (half a loaf is better than none) and the Fleet as a whole in maintaining first-class sports squads. — Sports coach.

Regrettably, British Rail cannot be asked for a concession fare on journeys for which official travel is authorised, we are told. So there is no case for using a Railcard in lieu of a duty warrant despite the apparent saving.

We were also told: The correspondent should note that Inter-Command sports have been preserved as far as possible in the face of the drive to minimise travel expenses. It is believed that were he selected to represent his command for an authorised match, distance would not debar him. — Editor.

**Pay up and
play up**

I would like to suggest that only those who have opted "in" for the Sports Fund are granted sport make and mends.

After all, anyone who thinks 20p a month is too much for an afternoon off doesn't deserve to play anyway. — **R. Broniman, CMEMN(L), H.M.S. Tartar.**

**Pictures of
Serene**

It was a pleasant surprise to read (October) about little Serena who was "adopted" and sent to Convent School by the crew of the minesweeper H.M.S. Serene serving in Hong Kong in 1946.

I have two photographs of Serena when she was about ten. One shows the Cox and the Jimmy holding her, and on the other she is with her mother and sister on their sampan.

My regards to all ex J354 1a d.s. — **Bob Symcox, Wolverhampton.**

● **Mr. F. Clarke, of Connaught Hotel, 2 Victoria Grove, Southsea, who served in the Serene, was also interested in the letter about "little Shavex." He would like to hear from any ex-Sereneites with a view to holding a reunion.**

Portakabinton the second

The 10th Mine Countermeasures Squadron is several years late with the name H.M.S. Portakabinton!

For several years, R.M. Poole has had an LCM fitted with a Portakabin for accommodation of students on course. While the course was on exercise in Guernsey, we heard that the harbour movements list showed that "H.M.S. Portakabin" was

Those free duty meals

The news that personnel living out (most married men) will not be required to pay for meals when they are duty will not please the single men living in.

The prospect of having to watch these duty personnel eating their free meals, while the single "liver in" pays for his, even when duty, will give him little pleasure, and even less when in all likelihood the single man's weekend food charges — charged when he is away at weekends — will no doubt be used to subsidise these meals.

Should not those who live in and have to pay for their meals earn a rebate when they are duty? — **W. Thompson, LMEM, Bath.**

● *The new arrangement represents an improvement in the conditions of service of all living-out personnel, whether married or single, we are told.*

● *"The cost of the arrangement is a charge to public funds and is not subsidised, as is suggested, by the single man whose food charges are in any case abated by 10 per cent to allow for his absences on weekend leave, irrespective of whether or not he is actually absent at week-ends."* — **Editor.**

**Black Swan
escorts**

Regarding the Black Swan escorts (October), the original Black Swan class consisted of the following: Black Swan, Flamingo, Erne, Ibis, Whimbrel, Wild Goose, Woodcock, Woodpecker, and Wren.

However, another 27 were ordered and of these 15 were bird names. The later boats were classified as "Modified Black Swan."

The Indian Navy have four of these ships and the Egyptians are using the ex-Whimbrel as a submarine tender (1977) — **F. Rowe, CWEMN, H.M.S. Neptune.**

**Invincible
memory**

Your picture of the Queen meeting Mr. William Gasson, last survivor of the old battle-cruiser Invincible lost at Jutland, brought back vivid and sad memories.

I was in H.M.S. Abdiel and we were on an important mission with 80 mines when we passed all that was left of the Invincible. The stern was just above the surface, with the name showing plainly.

I was in the Abdiel for three years and I don't suppose there are many of us left now. I was one of the youngest at Jutland. — **Bernard Goodwin (aged 82 next month), Ex-CYS, Sheerness, Kent.**

**Topsides
recipe**

Following the recipe published in October for "Cheesy-hammy-eggy-topsides" comes a version from H.M.S. Raleigh. While accepting that the published recipe was a common one, the question is asked "What about the topside?"

So this is the "topside" version supplied:

Toast a thick slice from a sandwich loaf and then butter it liberally. Lay a generous slice of underdone beef on the toast, cover this with a mound of scrambled eggs, overlay the eggs with a thin slice of ham, sprinkle thickly with cheese, dot with butter flakes and brown under the grill.

Leave Edinburgh **alone ...**

I was not a member of the ship's company of H.M.S. Edinburgh and I don't think any of my R.N.A. branch members were, but I am writing on their behalf.

Why don't they leave the Edinburgh alone and let the shipmates rest in peace? It is said that several companies are interested. Did they serve? Do they know what it is like to have shipmates killed alongside them? — C. H. Matthews, D.S.M., Chairman, Biddulph branch, Royal Naval Association.

So I said to Drafty: 'What about Cardiff?'

Reading Drafty's Corner reminds me of my experience at the hands of a long-gone Jaunty at H.M.S. Drake's Draft Office.

I had completed a foreign commission aboard H.M.S. Euryalus in Malta and on return to Drake was told by the Draft Office that I would now be sent to a Reserve Fleet ship near my home. I was asked where I wanted to go and opted for

Cardiff.

A week later I was drafted to Inverkeithing, Scotland, to the Ranpura, which promptly sailed for Malta. Here we swapped crews with the Tyne and sailed her to Sasebo in Japan, where I

was transferred to the Consort in Korea.

On return to Singapore for refit, I was transferred to the Sparrow, which immediately sailed for Simonstown, where we remained for almost two years,

returning to the U.K. in 1955.

My draft to Reserve Fleet Cardiff ended up as a three-year trip abroad. Still I wouldn't have missed it for anything — B. J. Greaves, Ex-PO(ME), Barry, S. Glam.

Stewards taken to cleaners?

I feel it unfair that stewards have to pay such heavy laundry bills for their white shirts.

It is essential for stewards to have a clean white shirt at all times, and rightly so, but not at the steward's personal expense.

My husband's last laundry bill was about £16 for a month. This was after a tour of duty in the Caribbean. In such a climate he needed two sets of whites a day and sometimes three.

Should stewards be penalised for looking smart and clean? Chefs have their laundry done for nothing. — Steward's wife, Plymouth.

Bomb watch

 tankard

With reference to Mr. R. J. Moore's letter (September issue) about the tankard he bought bearing the inscription "Christmas Island," and "H.M.S. Resolution," maybe I can help him.

I was one of the first leading seamen to be drafted to Naval Party 2512 on Christmas Island in the Pacific to prepare for Operation Grapple "X" — the dropping of Britain's H-bombs.

The number of the party was appropriate, because Captain Cook discovered the island on Christmas Day. The name was changed to H.M.S. Resolution at Christmas, 1957.

The tankards were given to naval ratings for having witnessed the detonation of two H-bombs (but that's another story).

If any of my old mates from Christmas Island, and in particular from C.I. Tent Port Camp, read this, I would like to hear from them. — P. C. H. Evans (ex-leading seaman), Cardiff.

ERIDGE REMEMBERS . . .



OVER TO YOU . . .

A "good home" is offered to pre-1950 Air Ordnance badges. Because of the number of Air Ordnance branch restructuring changes and the resulting redesign of trade badges, Mr. "Buzz" Hornett, a civilian instructor officer at the Weapons Group of the Air Engineering School, H.M.S. Daedalus, has compiled a collection of these badges.

Mr. W. G. Roberts, of 15 Petherick Road, Croxteth, Liverpool, says he has a magazine copy of the painting "The final action against the Bismarck" by Montague Dawson and asks if someone can tell him where the original painting is. Bismarck whereabouts are also keen to know its whereabouts, he adds.

M. P. Newman, c/o 24 Wellington Avenue, Bitterne, Southampton, asks if anyone can help with memories of naval mascots past or present, especially anything which might interest children aged under 11. Information on the Allied Forces Mascot Club is also sought.

The Rev. A. A. Upton, chaplain at H.M.S. Mercury, encloses copies of the Mercury Messenger, a monthly magazine sponsored by the Church in the establishment and which has just celebrated its first birthday. The magazine, which has information on a variety of topics in addition to Church news and notices, is distributed free to married quarters, accommodation blocks, and all sections. The chaplain would like to know whether any other naval establishment issues a monthly Church magazine.

Mr. M. Cooke, of 61 Belmont Gardens, Hartlepool, Cleveland, who is hon. secretary of Hartlepool R.N.A., recently bought a small metal badge which has the design of a fouled anchor and the letters R.N.M.B.R. "in a circle about the size of the old shilling surmounted by a King's Crown." The shopkeeper told him the letters stood for Royal Navy Motor Boat Reserve. Mr. Cooke says the badge appears to be for a cap and has a First World War look about it. He would be grateful for information.

Mr. J. E. Bonner, of 29 Mulberry Crescent, West Drayton, Middlesex, says that, returning to Malta on holiday, he visited the Fort St. Elmo Museum and, as an ex-illustrious (1940-42), was pleased to see a corner set out for the ship. He reports that the museum secretary would be pleased to receive any items which would enhance this display. His address is Philip Vella, hon. secretary, National War Museum Association, 209 Anglu Malla Junction, Birkirkara, Malta.

Mr. H. J. Wrycraft, of Harley, Bradford Road, Wix, Manningtree, Essex, writes on behalf of his 85-year-old mother who is hoping to contact a friend of another son, who died 40 years ago.

Derrick Arthur Wrycraft was killed on board H.M.S. Cameron on December 5, 1940, aged 24. A few days later his

mother, then living at Harwich, received a letter from one of her son's friends who was on leave, John M. Gregor. "She still has his letter after 40 years but she has never acknowledged it and she and the family would like to get in touch," writes Mr. H. J. Wrycraft.

Mrs. F. M. Jobson, of Hillcrest, Whitchurch, Hants, was for many years hon. sec. of her Local Savings Committee. She writes that during Warship Week in 1942 they raised the cost of H.M.S. Cypress and a plaque was placed in the ship. "The ship was sold in 1946 and the plaque returned to us. We have now presented it to the Town Council and they are anxious to trace someone who served in the ship. The name of the commanding officer was Lieut. J. R. C. Durston, R.N.R., and before him the name of the officer in charge was A. Webster. We would be grateful to hear from someone who was connected with the Cypress," says Mrs. Jobson.

Cdr. J. Stewart Lang, of Newton, Jedburgh, Roxburghshire, Scotland, is collecting material for a book about travel by P and O mail-ships during the 1920s and 1930s. He would like to hear from anyone who took passage in a P and O liner before the war, or who has letters or diaries written by people travelling in these ships during this period.

Mr. N. E. D. Parkinson, of 15 Ridgeway Close, Paulsgrove, Portsmouth, who is secretary of the H.M.S. Bulwark Association, is compiling material for an association magazine which it is hoped to start next year. He says that in 1945-46 801 Squadron had an officer strength of 60 and aircraft strength of 48, believed to be the biggest Fleet Air Arm Squadron. But he wonders if readers know of other FAA front-line squadrons as large — or bigger.

In choice of name for the Mountbatten Junior High School, which has just opened at Hull, the parents wished not only to honour the great man, but to perpetuate the strong naval tradition of the area. Streets there are named after ships of the Fleet in the Second World War.

Mr. D. C. Jones, headmaster of the school, which is in Wiven Road, Hull, would like to contact people who served in these ships: Diadem, Caledon, Valiant, Hermes, Milne, Barham, Mallard, Griffin, Winchester, Leander, Parthian, Greenwich, Amethyst, Hopewell, Nestor, Triton, Anson, Larne, Jervis, Thanet, Garland, and Tedworth.

It is now complete back to 1950, but he is keen to acquire pre-1950 badges of the four and two-bladed aircraft propeller device of the Air Ordnance trade.

It is hoped that, when complete, the collection will be sent to the Fleet Air Arm Museum at Yeovilton.

In the picture by PO(Phot) J. B. Saunders, Mr. Hornett shows just what is now needed, against a background of some of the badges already collected.

Time for a 'tache

During my service I have witnessed many changes, some approved by Jack, others still lamented, for example the passing of the Tot. Most of these changes were initiated with the benefit of the Service and its personnel in mind.

Isn't it about time then that the outdated rules about the wearing of facial hair were amended? In other words, why can't Jack have a moustache or a beard other than a full set? The U.S. Navy have worked along these lines — why not us?

Hoping this will arouse interest in a subject which recurs every few years. — Jack Wafu, H.M.S. Daedalus.

In March, Navy News published my request for information about the Hunt-class destroyer H.M.S. Eridge, which was torpedoed in the Mediterranean in August 1942, when six of the crew lost their lives.

As a result, I heard from 12 survivors, including the captain and the first lieutenant (who became a rear-admiral), and I collected a vast amount of information about the ship and her service.

On October 12 a commemoration matins for the ship took place at Holy Trinity Church, Eridge, and among those attending were Lord Abergavenny (Lord Lieutenant of East Sussex), Mr. Gerald Williams M.P., surviving members of the crew, almost the whole population of Eridge, and representatives of the Eridge Hunt.

An officer and four ratings from H.M.S. Pembroke lined the church entrance, and the service included the Naval Prayer. The lessons were read by Capt. Gregory-Smith, R.N. (ret'd.), who was captain of the Eridge, and Lord Abergavenny, and the sermon was preached

by a retired naval chaplain. The ship's crest — provided by her builders Swan Hunters of Wallsend — a framed sketch of the ship, and a summary of her service, including battle honours and the names of the six who died, were dedicated and will be placed permanently on the wall of Holy Trinity.

REUNION CAKE

After the service, a reunion was held at the Village Hall, where a buffet luncheon was provided by the Eridge Young Wives. The H.M.S. Eridge cake was cut by Lady Abergavenny and the captain, and this rounded off a memorable day. Many friendships were made and it is now hoped to make this an annual reunion.

Thank you for the part Navy News played in this worthwhile project — Ronald E. White, (Police Constable), Eridge, Tunbridge Wells.

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Slimming in grand style

Eighteen slightly overweight sailors serving in H.M.S. Phoebe went on a diet — and provided a slim-line tonic for their ship's charity.

The Phoebe fetties shed about 600lb. while the frigate was at sea during the autumn, but made sure their sacrifice was worth it. Their loss was charity's gain, with Beckley Unit for mentally handicapped children at Scott Hospital, Plymouth, benefitting by nearly £1,000.

Naturally the Supply Officer and Caterer were delighted with the scheme and proved very forthcoming with sponsorship.

FLIGHT-DECK PT

LMA Langley ensured accurate weigh-ins and LPT Keith Axten assisted the dieters by organising regular PT sessions on the flight deck — even when the ship was north of the Arctic Circle.

Slimmer-in-Chief honours were shared by AEMN1 Tony Webster and LS Mike Hollyoake, who each lost three stone. Tony Webster was spurred on by the fact that his sponsorship made him worth £9.50 a pound! He is now a sylph-like 16 stone.

Cornish pasting

Six Sea Rangers from Crafthole, Cornwall, challenged trainees of Benbow Division, H.M.S. Raleigh, to a timed run over the establishment's assault course — and won. The girls took just over three minutes, the six lads just under four.

SOMETHING TO SPOUT ABOUT!



Waterjets from vessels of the Tokyo Port Fire Service spray a traditional welcome for H.M.S. Antrim as she enters Tokyo Harbour during the deployment of a Far East task group.

Euryalus tests her sonar

H.M.S. Euryalus is back at sea, undertaking trials which have included the testing of her variable depth sonar.

The frigate was visiting South Tyneside, with which she is affiliated, before Christmas and was due to undergo basic operational sea training off Portland in the New Year.

Many distinguished visitors have been welcomed on board since she left Devonport Dockyard, including the outgoing Flag Officer Second Flotilla, Rear-Admiral Peter Stanford, and his successor, Rear-Admiral N. J. S. Hunt.

Betty chases Navy from San Fernando

Two vessels of the Hong Kong Squadron paid what is believed to be the first visit of British warships to the port of San Fernando, on the west coast of Luzon, during calls in the Philippines.

San Fernando was the ships' first port of call after sailing from Hong Kong on November 1 for two weeks of ocean training.

The initial passage was very rough, but there was worse to come. Unfortunately, the ships were able to stay at San Fernando for only one day before having to sail to avoid Typhoon Betty, which struck the port about 24 hours after they had left and was the worst typhoon to hit the Philippines for ten years.

Shelter from the storm was taken in Subic Bay before the ships continued to Manila, where they stayed for four days, berthed in the Philippine Naval Headquarters.

A party from both ships attended a Remembrance Day service in the local Episcopalian Church.

On leaving Manila, the ships called at Subic Bay again for two days before arriving back in Hong Kong on November 14.

Ariadne returns to Fleet

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● A special Christmas gift



The Royal Marines Band of Flag Officer Plymouth marches on to parade for the re-dedication of H.M.S. Ariadne at Devonport. The Ariadne was officially returning to the Fleet after her refit in Gibraltar.

Guest of honour was Lady O'Brien, who launched the frigate in 1971. She is the

wife of Admiral Sir William O'Brien, Rear-Admiral of the United Kingdom.

Rear-Admiral Peter Stanford attended the service in one of his final engagements as Flag Officer Second Flotilla, and the commissioning warrant was read by the commanding officer and Captain Eighth Frigate Squadron, Capt. Timothy Bevan.

APPOINTMENTS

Capt. Walters to be rear-admiral

Capt. J. W. T. Walters is to be promoted rear-admiral on January 7 and to be Assistant Chief of the Defence Staff (Personnel and Logistics) in June.

His appointments have included Chief Naval Judge Advocate, Captain Naval Drafting and Director of Naval Administrative Planning.

Capt. Walters joined the Royal Navy in 1944 and served in the battleship King George V. He was called to the Bar at the Middle Temple in 1956 and later his appointments included Squadron supply officer with the 8th Destroyer Squadron, legal adviser to Commander-in-Chief Mediterranean, supply officer in H.M.S. Albion, and secretary to the Chief of Fleet Support.

Brig. M. C. L. Wilkins is to be promoted major-general and to be Chief of Staff to the Commandant General Royal Marines in February.

His appointments have included commanding officer 2 SBS, brigade major of 3 Cdo. Brigade, commanding officer of 40 Cdo., and director of Drafting and Records R.M. In 1979 he became commander 3rd Commando Brigade.

Vice-Admiral E. J. Horlick is to be Chief Naval Engineer Officer from January 27 in succession to Vice-Admiral L. S. Bryson. He will continue as Director General Ships.

Other appointments recently announced include:

Capt. P. F. Grenier. With CNSA for Liverpool as senior officer May 5 and in command on commissioning.

Capt. M. A. Oliver. As Naval Director on Naafi Board of Management. April 24.

Cdr. J. F. Stewart. Cochrane as Capt. MCM. February 10. (Following promotion to captain).

Cdr. G. W. G. Hunt. Staff officer London Division RNR and as OIC R.N. Perman. staff. February 6.

Lieut-Cdr. K. Edmunds. Gavinton May 5 and in command.

OBITUARY

C. J. Hacker. JWEM(O). H.M.S. Amazon. October 19.

Vice-Admiral R.D. Oliver. Served in both World Wars. Commanded H.M. ships Iron Duke, Devonshire, Excellent and Swiftsure; Deputy Chief of Naval Staff; and Flag Officer 5th Cruiser Squadron.

Chapel consecrated



The Right Rev. F. J. Walmsley, Bishop-in-Ordinary to H.M. Forces, talks to officers under training at a reception held after the consecration of the Roman Catholic Chapel at Britannia Royal Naval College.

It was the first time in the history of the B.R.N.C. that a Catholic chapel has been opened in the college and by coincidence occurred in the college's 75th anniversary year. In February, the first resident R.C. naval chaplain, Father Benedict Couch, from Buckfast Abbey, was appointed to B.R.N.C.

PONTIFICAL HIGH MASS

The blessing and opening took place during Pontifical High Mass which was celebrated by the Right Rev. Walmsley assisted by Father Benedict and Canon Michael Kennedy, parish priest of Dartmouth, who for many years has been officiating chaplain to the college.

Earlier a group of former officers, masters and lecturers attended a reunion to mark the 75th anniversary. Lord Strathclyde, who entered the college as a cadet in 1905, took the salute at a parade.

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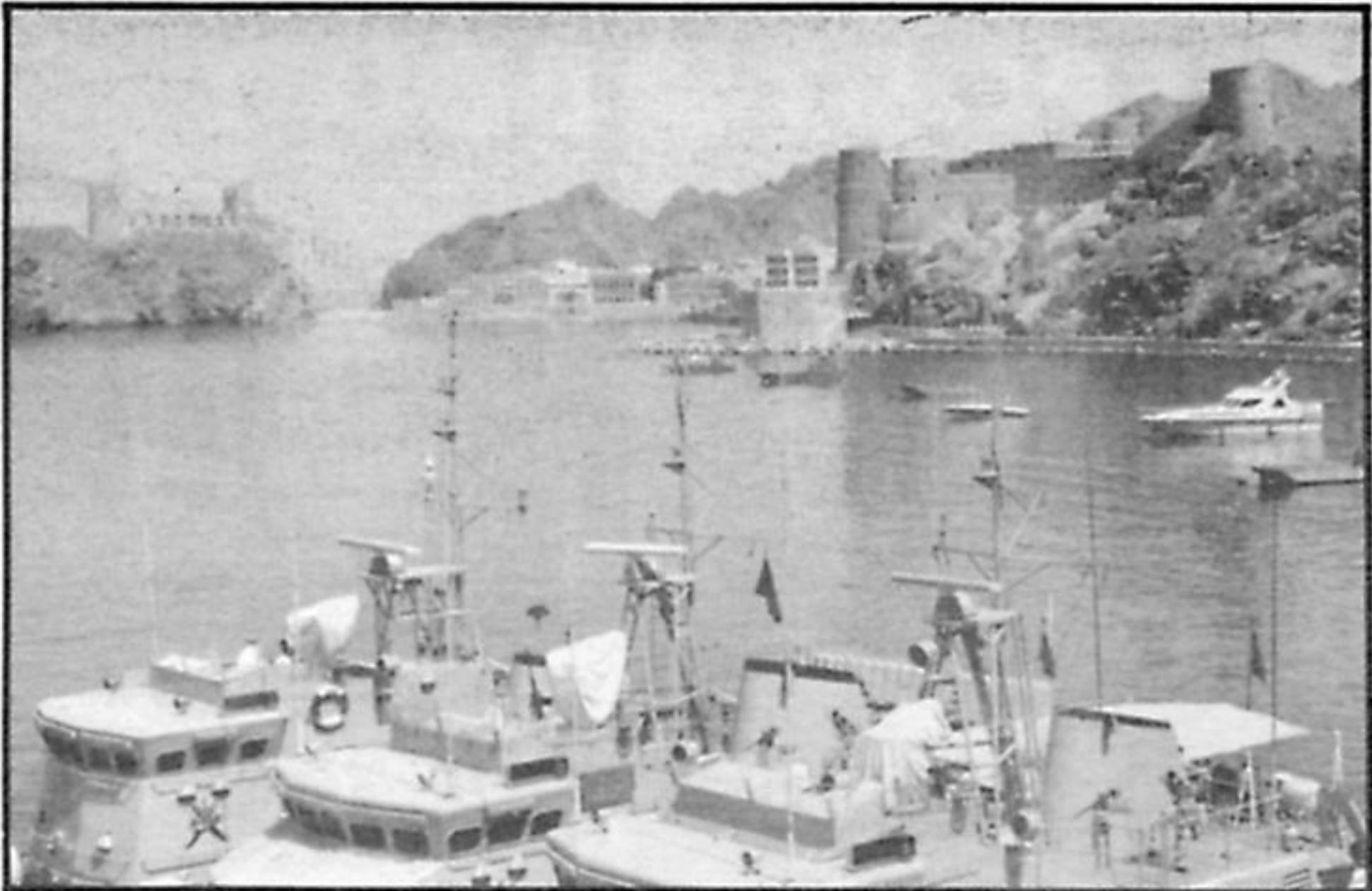


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The view across the harbour at Muscat Naval Base, with patrol boats of the Sultan of Oman's Navy in the foreground. Civilian labourers who work in the base journey to work each day

from the Interior and from fishing villages along the coast, in some cases travelling for an hour - and - a - half each way in Yamaha-powered canoe-type fishing boats in all weathers.

Oman's White Ensign is rock solid



Over the years the Royal Navy has made its mark on the Sultanate of Oman — the ships' names on the rockfaces surrounding Muscat are the enduring evidence of that.

More recently the Service has been creating an impression of a different but no less lasting kind on the state whose strategic importance has been underlined again this year by international events and more particularly by the activity in the Straits of Hormuz.

Expertise "exported" from Britain is ensuring that the Sultan of Oman's Navy is being run very much on Royal Navy lines.

Being a comparatively young service, the Sultan's Navy is a fairly mixed unit and among officers from several foreign services, who are

either seconded or on contracts, is a solid contingent from the Royal Navy.

One of those seconded from the Royal Navy was Commodore Harry Mucklow, who commanded the Sultan's Navy from 1976 to October this year and was largely responsible for building up the neat little force of patrol boats, some of which are Exocet-fitted.

All the boats are commanded by Royal Navy lieutenants who are finding the job most rewarding, with the operations in the Straits providing particularly valuable command experience.

Earlier this year one of the boats apprehended a dhow carrying more than £1m. worth of silver ingots which it was attempting to smuggle into the country.

• Royal Navy methods

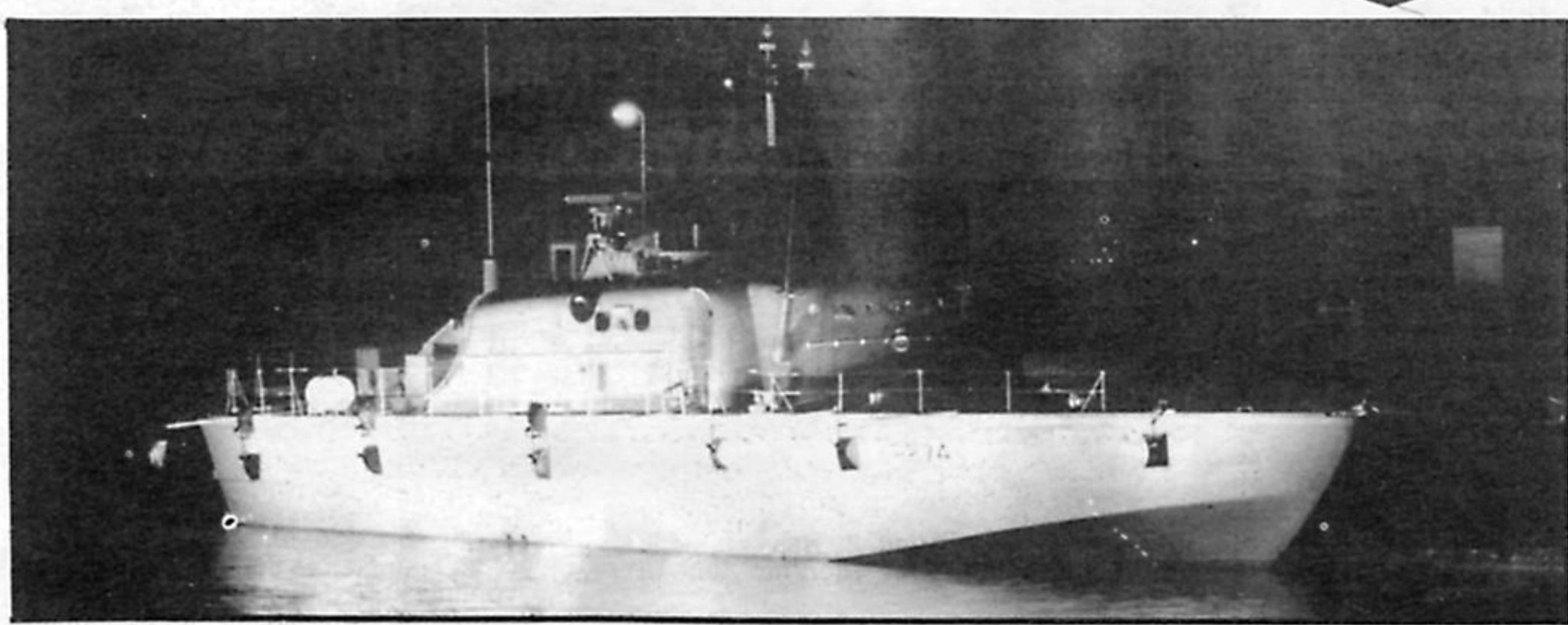
The Omanis — who make up most of the junior officers and ratings (the senior ratings are predominantly Pakistani) — respond well to learning by long-accepted Royal Navy methods.

As the Sultan's Navy expands, there will continue to be vacancies for qualified ex-R.N. personnel for some years to come.

Meanwhile, there will continue to be a firm reminder of the Royal Navy's influence. Oman's Ministry of National Heritage is thought to be planning to repaint many of the ship's names on the Jebel — and the White Ensign drawn on the rock inside the Khor by H.M.S. Perseus, and which features on the chart, has been renovated by two of the Royal Navy's "exports" to Oman.



It's the Lawrence of Arabia touch for Commodore Harry Mucklow, paying his last visit to Muscat Naval Base after commanding the Sultan of Oman's Navy since 1976. Commodore Mucklow was presented with a wood carving of himself on a camel from the "Officers and Men of S.O.N." before mounting the beast and departing.



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1980 The Royal Navy

CHEERFUL OCCASION!

The Queen and the Duke of Edinburgh watch from H.M.Y. Britannia (right) during a man-and-cheer-ship steampast by H.M.S. Apollo as the royal party heads for the next stage of the Queen's tour of Mediterranean countries.

The frigate spent three weeks as Royal Yacht Escort as the Queen visited Italy, Sicily, Tunisia, Algeria and Morocco.

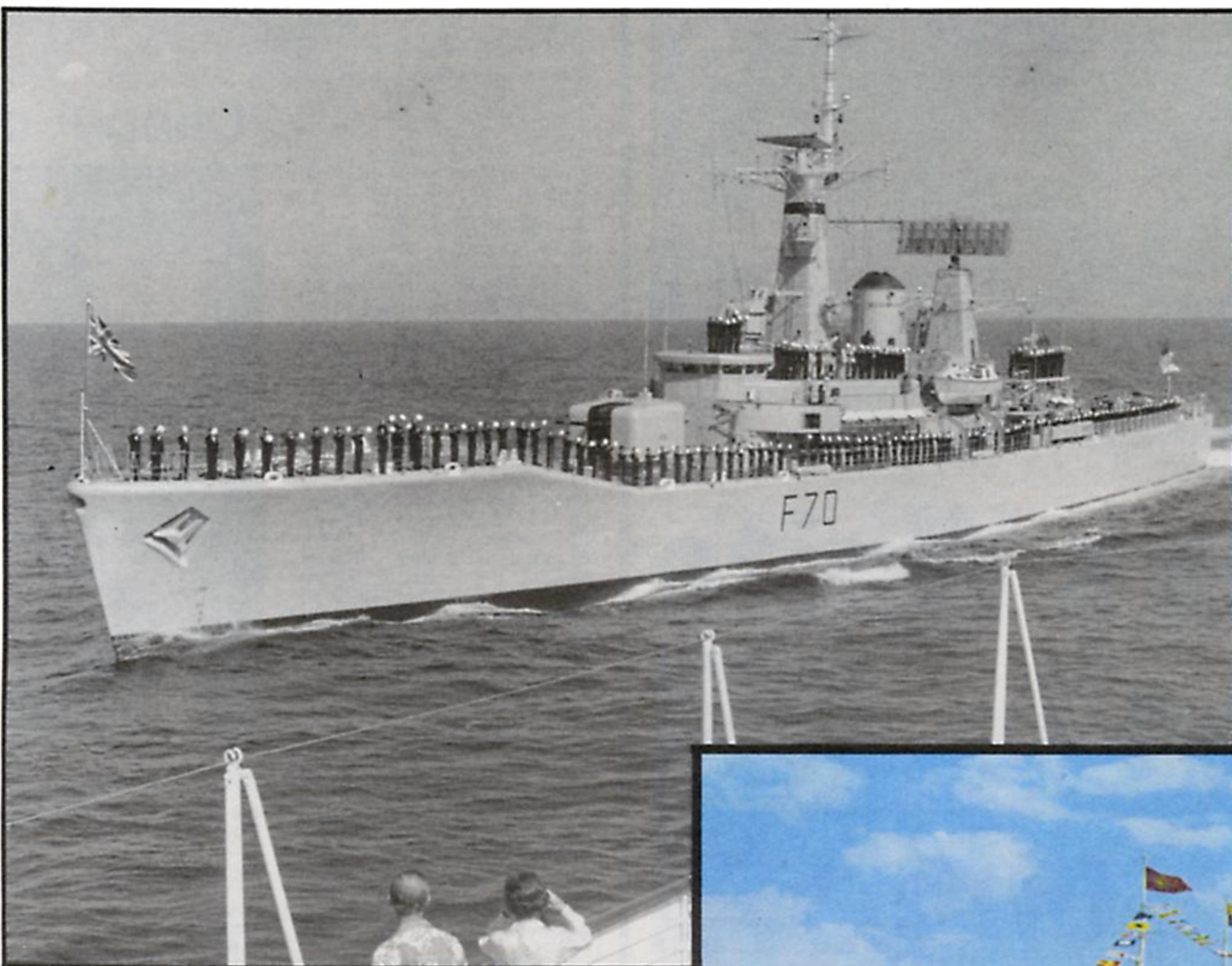
Royal duties for the Apollo, which were preceded by unexpected participation in Exercise Display Determination and a sea day demonstration for Italian businessmen embarked in the Britannia, began in Naples.

HOSPITALITY

Many of the Apollo ship's company took advantage of the visit to attend a Papal audience in Rome as well as visiting Pompeii, Herculaneum and Vesuvius.

Next port of call for the Apollo was Tunis, followed by a two-day visit to Algiers.

The royal tour ended in Casablanca, which was found to be full of character and a useful "rabbit run," and the mainbrace was spliced in the Apollo on passage back to Devonport.



Scenes from the royal tour

Below: Mounted guards drawn up in honour of the Queen line the quay in front of H.M.Y. Britannia in Tunis.



● Left: Royal Yachtsmen were given a taste of the good life — Tunisian style. — when H.M.Y. Britannia called at Tunis during the royal tour. Locally-prepared dishes which they were able to sample included lamb, vegetables, rice, and locally grown fruit.

SEEMS LIKE A NICE IDEA . . .

H.M.S. Victory "Shop."

Our New Full Colour Catalogue contains photographs of most of the goods that are available by mail orders. The list includes: pottery, brass & copper, prints, etchings, postcards, colour slides, pewter tankards, books etc. Catalogue (price 12p) from Business Manager, H.M.S. Victory, Portsmouth, PO1 3PZ



Wrens from H.M.S. Pembroke generated some fun with Larry Grayson on BBC Television on November 1 when they danced the hornpipe accompanied by two drummers and a piccolo player from the Royal Marines Band of the Commander-in-Chief Fleet.

Their display was co-ordinated by Lieut. Bob Burley, Pembroke's recreation officer, who is pictured with Larry on the set. Dancers in the picture are (from the left) LWren Sheila Winstanley, Third Officer Anne Sansom (behind Sheila), Wren Hazel Shanahan, Wren Cathy Love, and LWren Stephanie Craker.

Picture: LWren Sue Penny

HARD WAY TO THE TOP



On the summit of Phabrang — Capt. David Nicholls R.M., expedition leader and cameraman.

Mount Phabrang's north-west face rises 6,000ft., vertically, to a ridge as sharp as a jagged bread knife — and until 4 p.m. on September 27 it had never been climbed. Its conquerors on that September afternoon were four Royal Marines, members of a 12-man Joint Services expedition to the Himachal Pradesh in northern India.

Later their elation was to be shattered by the death of a colleague on a different part of the mountain, but for the moment their success was a triumph of skill and tactical judgment.

Lightly equipped by Himalayan standards, the expedition had split into three teams to make "hit and run" assaults on the mountain via different faces.

Fast ascent

Influenced by the lack of suitable places to bivouac on the north-west face, expedition leader Capt. David Nicholls R.M. opted for the fast ascent.

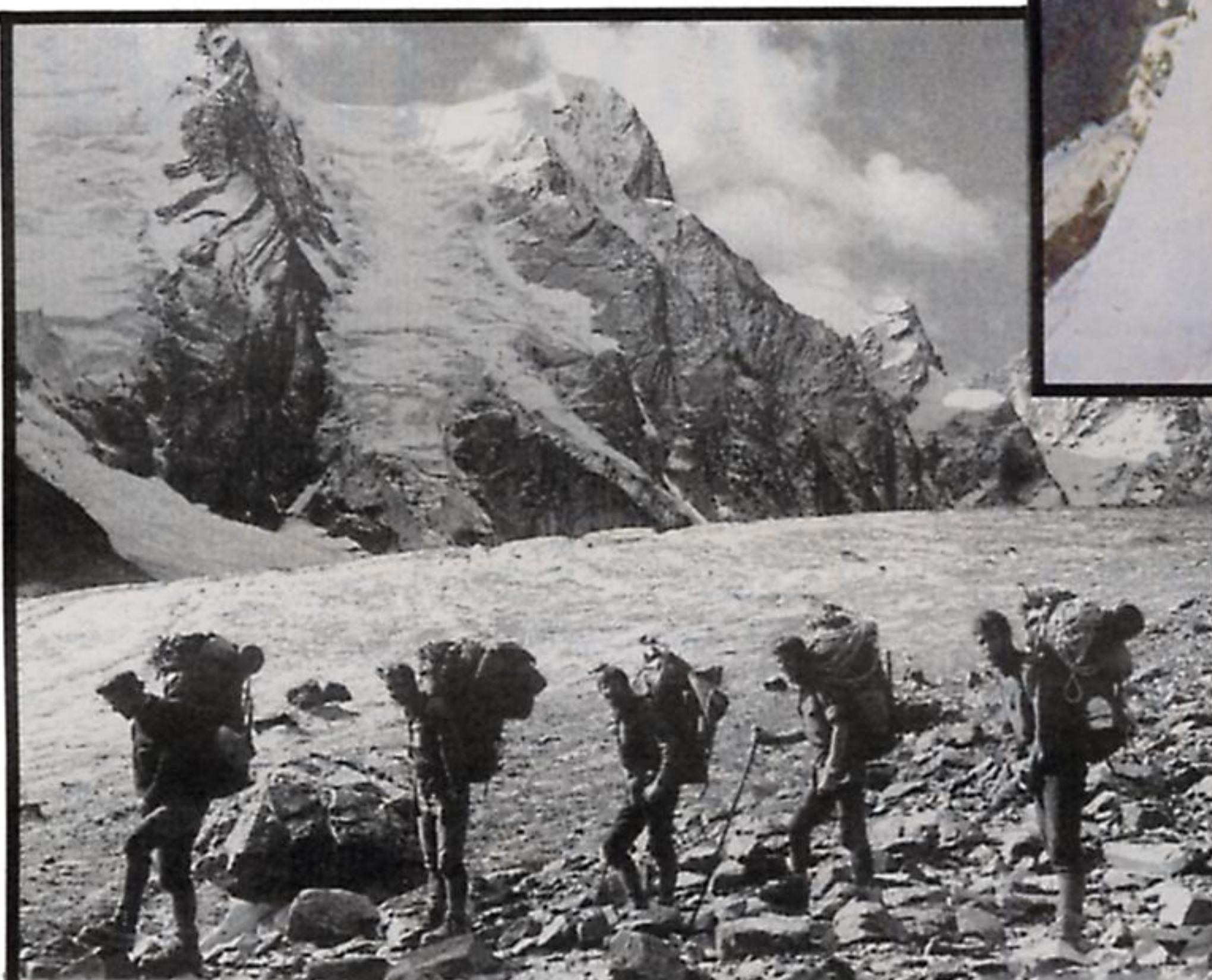
"By not going up slowly, we exposed ourselves less to danger," he explained to Navy News.

The results were spectacular, and the Royals reached the summit in three days. Traditional Himalayan methods might have taken three weeks.

Eiger

"Camping sites" on the north-west face proved to be few and far between. For example, on their second evening on the mountain, the Royal Marines could find nowhere suitable to bivouac together. They spent an uncomfortable night roped into their sleeping bags — virtually suspended over a 4,500ft. drop.

Capt. Nicholls, who has climbed the north face of the Eiger, described the Phabrang face as "not quite as difficult as



the Eiger — but 1,000ft. higher."

The party scaling the north face succeeded in reaching the summit ridge, but, so close to the actual summit, encountered treacherous snow conditions and turned back.

Tragically, on an easy-angle slope lower down the mountain,

a member of this team, CPOPT Garry Thomas, slipped and fell 1,500ft. He died next day and was buried at the site of the expedition's advance base camp, as reported in last month's Navy News.

On the 28th, the Royal Marines climbed down the south face to a col at 17,000ft.

where they met the third party. These four did reach the summit, following the descent steps of the Royals.

The expedition — consisting of four Royal Marines, four members of the Royal Navy, and two each from the R.A.F. and Army — left the U.K. on August 25, their objective the north-west face of Phabrang.

But they also had a second objective, to be tackled first as an acclimatisation period: the unclimbed 20,040ft. Tent Peak, west of the Chobia Pass.

It was to this mountain that

Team members

The teams for the three ascents were:

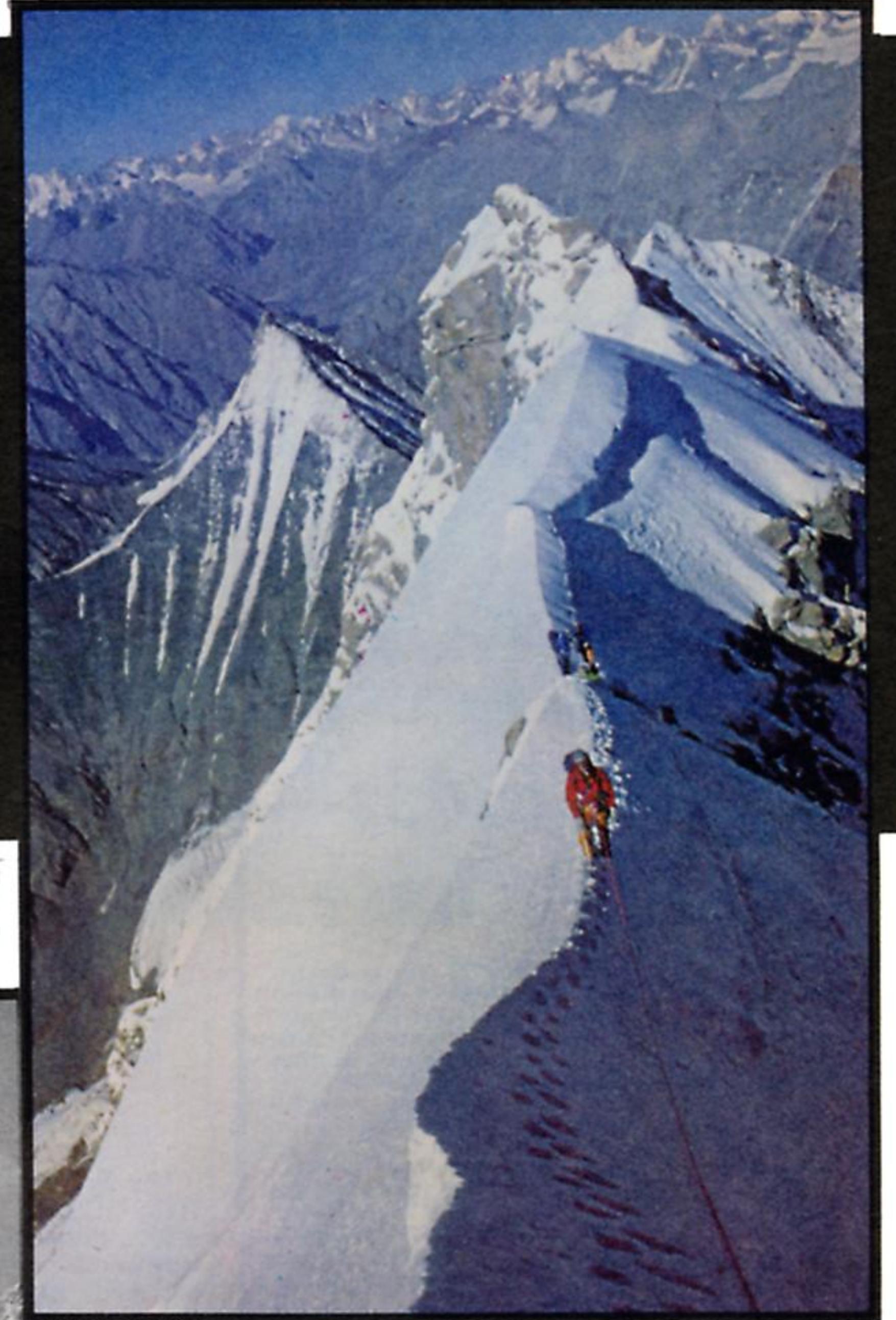
North face — Surg.-Lieut. Alastair Miller (45 CDO Group), Lieut. Charles Hattersley (H.M.S. Conqueror), Sgt. Peter Weatherill of the R.A.F. and CPOPT Thomas.

North-west face — Capt. David Nicholls, Capt. Pat Parsons (BAAT Nigeria), Sgt. Derek Wilson (45 CDO) and Sgt. John Mitchell (45 CDO).

South face — CPOPT Gerald Russell (JSMT), Sapper Mike Kenny (Condor Troop, 59 IND. CDO SQN), Cpl. Rob Coupland (R.A.F.) and an Indian liaison officer deputising for the unfortunate Major Patchett.



Sgt. John Mitchell on the descent from Phabrang.



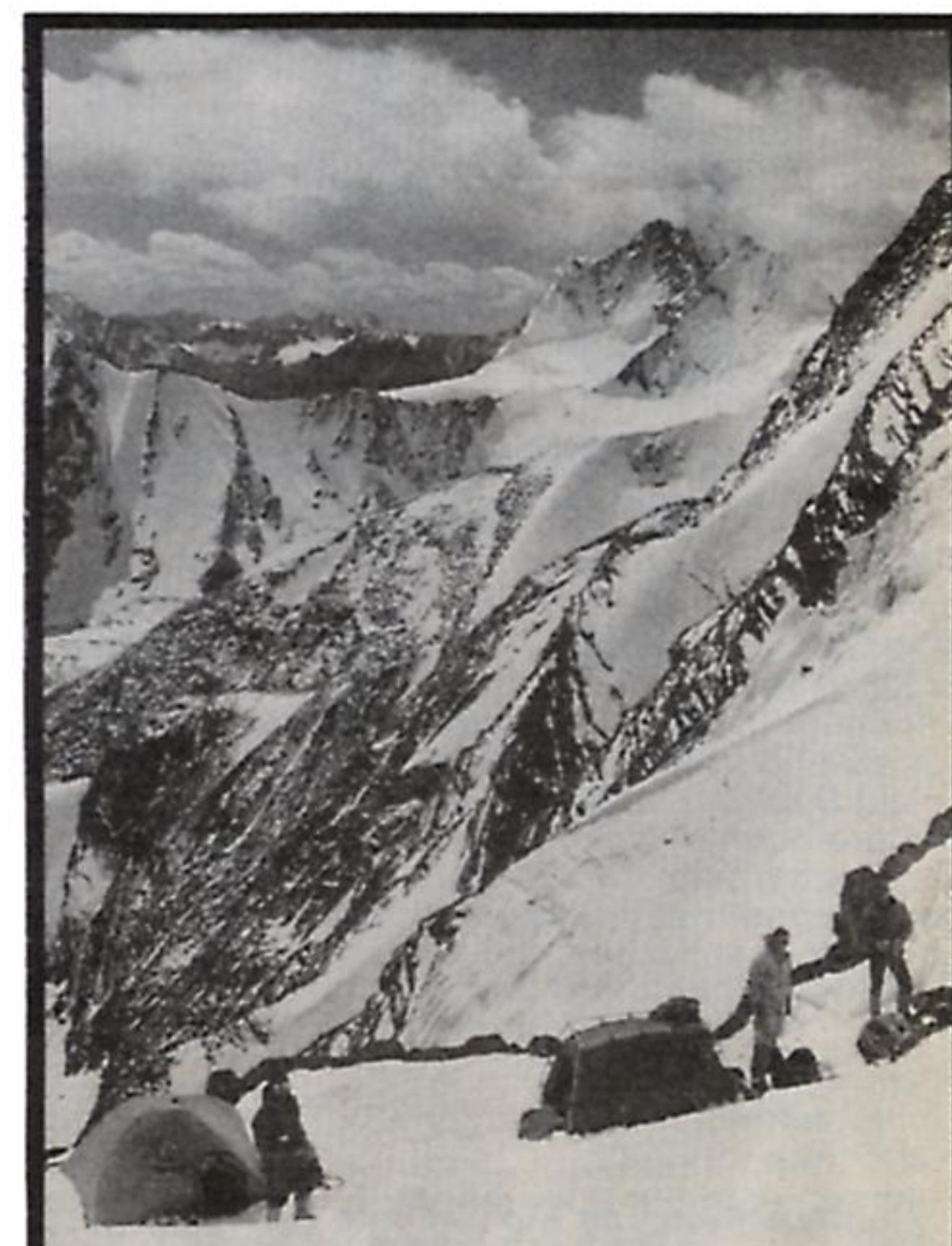
ABOVE: Sgt. John Mitchell climbs towards the summit of Phabrang along its knife-edge summit ridge. Behind him are Capt. Pat Parsons and Sgt. Derek Wilson. LEFT: On the way to Phabrang... Crossing a glacier are (from left) Lieut. Charles Hattersley, Surg. Lieut. Alastair Miller, Sgt. John Mitchell, Cpl. Rob Coupland and expedition leader Capt. David Nicholls.

they travelled first, only to be tent-bound for six days in appalling weather. Another early setback was the loss of Major John Patchett of the 10th Gurkha Rifles, who sustained arm and leg injuries in a rock fall and had to be flown out by helicopter.

An attempt on the summit was out of the question in the time now available, so the expedition packed its equipment and set off for the village of Karpat, base camp for the Phabrang climb.

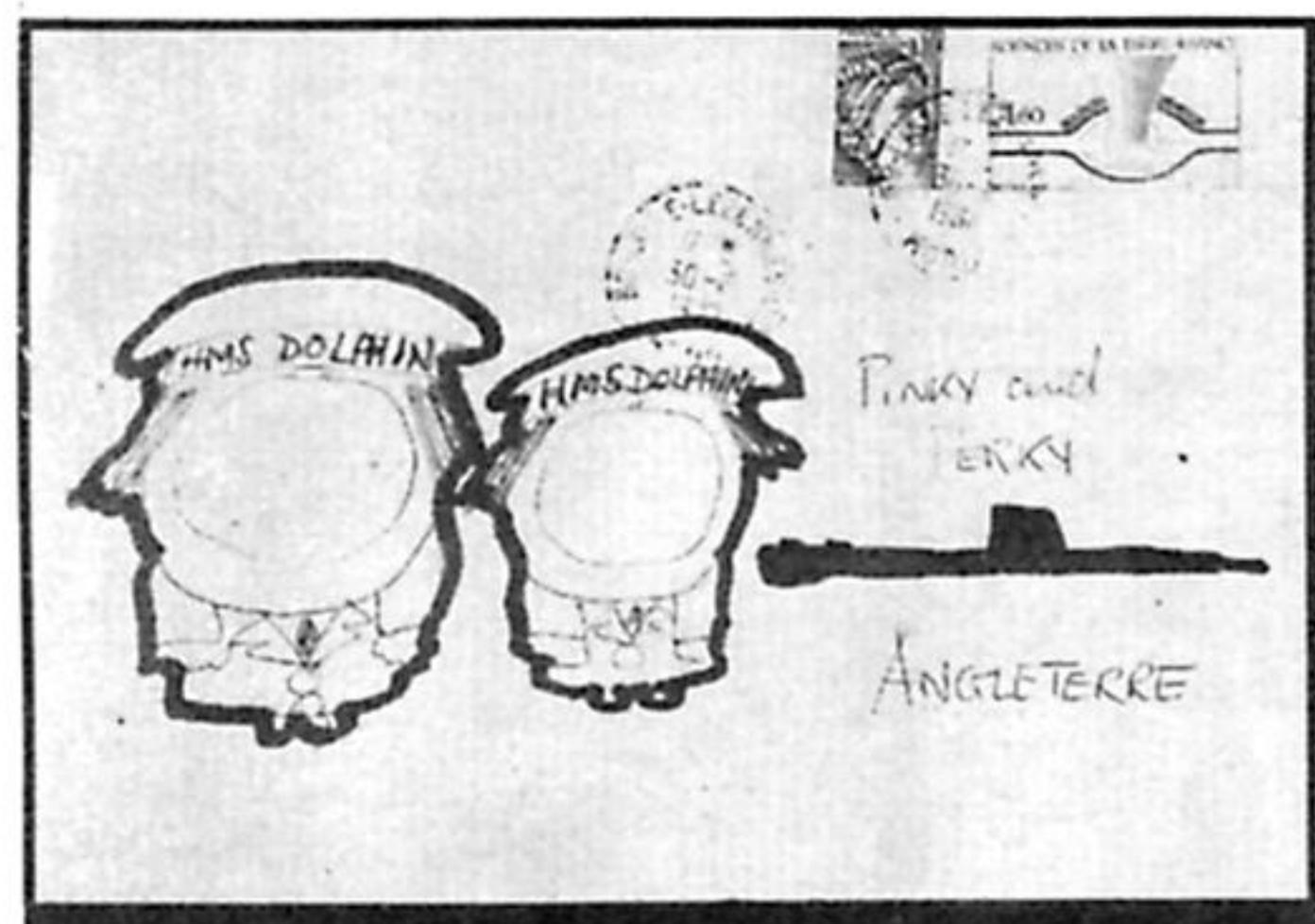
There, mules were used to carry equipment to Udaipur, where half the expedition departed for another assault on Tent Peak. Again the climbers were defeated by the weather. Others returned to Phabrang with a headstone for CPO Thomas's grave.

The expedition was the first to involve R.N. and R.M. Mountaineering Club members in the Himalayas, and it is planned to follow it with a major R.N. and R.M.M.C. expedit. in 1982-83.



The expedition's highest camp on the 20,040ft. Tent Peak. Extremely bad weather kept the climbers tent-bound for several days.

What a way to address a Wren!



The mystery postcard which was decoded by the Post Office sorters.

Post Office sorters were set a pig of a problem when this postcard from France landed in their laps.

The only clues to its intended destination were the words "Pinky and Perky, Angleterre," the silhouette of a Patrol-class submarine and two rather ovoid drawings bearing a loose resemblance to a brace of Wrens.

CAP TALLIES

Although addressing mail in code is not recommended, the Post Office takes pride in delivering the most vaguely-directed epistles. And what really gave the game away to

their sleuths in this case was the fact that Wrens Pinky and Perky were wearing H.M.S. Dolphin cap tallies.

Finally "Pinky and Perky" were narrowed down to Wren WTR Annette Pascall and Marianne Dowling who work in the pay office at the Gosport submarine base. They were amazed by the sorters' efficiency — "I had no idea our fame had spread so far," said Marianne.

They soon realised who the humorous cryptographer was — Gus Britton, an assistant at the R.N. Submarine Museum who was on holiday at Lille. What they said to him when he returned is not recorded ...



'Pinky and Perky' alias Wren WTR Annette Pascall (left) with Wren WTR Marianne Dowling.

Picture: LA(Phot) B. D. Bower

Old comrades return to base

Although submarines were introduced to Gosport almost 80 years ago, the town has waited until now to form its own branch of the Submarine Old Comrades Association.

The need has arisen because of an upsurge of interest in the Association and to facilitate those living in Gosport and Fareham who cannot fully participate in Portsmouth branch facilities because of transport problems.

To establish support for the new branch a meeting will be

held at The Star in Gosport High Street on January 6, at 7.30 p.m. For details telephone Mr. Perratt, Portsmouth 695587 or Mr. Ray Gritt, Fareham 236758.

£100 GIFT

First formed at Portsmouth in 1930, the Old Comrades are now a national organisation with 48 branches, including four which opened this year.

New Zealand branch, formed less than a year ago, sent £100 to H.M.S. Alliance Submarine Memorial Appeal.

During a recent visit to Hull, H.M.S. Rothesay paid a floral tribute to a lady who for several years has made sure that warships visiting the east coast port would be warmly entertained.

Miss Annette Quinn, assistant secretary to the Naval Regional Officer (North East), Capt. Dick Garnons-Williams, has for the last seven years been largely responsible for arrangements made to entertain visiting Royal Navy ships.

Her personal attention to detail ensured many a memorable jolly for grateful ships' companies.

Appreciation

Miss Quinn is now taking up a new appointment at R.A.F. Lyneham. H.M.S. Rothesay, the last warship to visit Hull before her departure, presented her with a bouquet as a small token of appreciation.

The Earl and Countess of Selkirk's visit to the ship was unexpectedly extended by bad weather. The arranged landing had to be cancelled, and the Earl and Countess were disembarked at Portland.

The Countess launched H.M.S. Rothesay when the Earl of Selkirk was First Lord of the Admiralty. They both attended the frigate's re-commissioning ceremony at Chatham in May, and were invited by the commanding officer, Cdr. Gordon Wilson, to spend a day at sea before the ship began working up.

Collected by the ship's helicopter, the Earl and Countess visited the CPOs' mess, lunched with the commanding officer, then toured the engine and boiler rooms, the bridge and the ratings' messdecks.



Miss Annette Quinn, whose work for warships visiting Hull, has been recognised by H.M.S. Rothesay.

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Willie the helo goes to school

H.M.S. Norfolk's helicopter "Willie" became a travelling schoolie for nine days when the ship's flight embarked on a liaison tour of schools in the South of England.

Among the seven venues was Kelly College, Tavistock, the Norfolk's adopted school, where the Wessex 3 gave a flying display for 70 members of the naval cadet section there.

1,500 MILES

The tour was undertaken while the Norfolk — flagship of the Standing Naval Force Atlantic — was in Plymouth for an assisted maintenance period.

The visits involved 18 hours flying time for Willie and a 1,500-mile round trip for the back-up team. Cash lay-out was, however, only £60 above normal running costs.

Andy's wheels of fortune



Lucky day for AEM(M) Andrew Chaplen was November 5, when he was presented with a Talbot Solara SX car worth nearly £7,000, his prize for entering a Barclaycard competition. Andrew, who is serving at R.N. air station, Yeovilton is seen here receiving the keys of the car from Miss Desire Wilson, South African formula one racing driver.

Picture: CPO(Phot) Les Warr

NEWS IN BRIEF

H.M.S. Tartar, the last operational Tribal-class frigate, has gone out with a bang. Before, leaving Portsmouth for the last time on November 25, she won the Fleet Anti-aircraft Gunnery Trophy, the Fleet Seacat aimers award and was runner-up in the Fleet Surface Gunnery competition.

Rear-Admiral D. C. Jenkin, Flag Officer First Flotilla, presented the Cornwall Cup to the ship and a certificate and cheque to Seacat aimers AB M. Pope five days before the ship sailed for Hull.

The Tartar welcomed another special guest on board on November 21 when Mrs. Edna James, mayor of the ship's adopted Borough of Barnet, toured the frigate and attended a ladies night.

On the eve of the Tartar's departure six of her sailors left on a 272-mile sponsored cycle ride to Hull, where the ship arrived on November 28. Proceeds will go to the Chailey Heritage School for handicapped children.

H.M.S. Tartar, which was first commissioned in 1962, now joins her sister ships in the Standby Squadron.

H.M.S. Brighton celebrated her 21st birthday on October 30 with a cake baked by POCO Jeffrey Buckley and a ship's company dance in the Royal Fleet Club, Devonport. The ship was launched at Yarrows, Glasgow, in 1959.

A party of senior propulsion ratings and officers from the nuclear fleet submarine H.M.S. Warspite, being refitted at Chatham, toured the BP Oil Refinery on the Isle of Grain.

H.M.A.S. Melbourne, flagship of the Royal Australian Navy, celebrated 25 years of continuous service on October 28. Launched in 1945, as H.M.S. Majestic, her prolonged building at the Barrow-

Tartar goes with a bang

in-Furness yard of Vickers Armstrong, earned her the name "Iron Lung." She was eventually completed for the R.A.N. as the Melbourne.

Sixty-three national air arms have been invited to attend International Air Tattoo 81 at R.A.F. Greenham Common on June 27 and 28, 1981. Main theme will be "Sea Search 81", involving the world's maritime patrol and search and rescue aircraft.

After 65 years in a building at the rear of the staff officers' mess, the Portsmouth Chart and Chronometer Depot now occupies part of the naval base's new "green area" redevelopment. The depot was opened by Rear-Admiral D. W. Haslam, Hydrographer of the Navy.

During a visit to Gibraltar the Chaplain of the Fleet, the Ven. Archdeacon Ray Roberts, was installed as Canon of the Holy Trinity Cathedral.

When Superintendent Viv Reynolds WRNS inspected the H.M.S. Dolphin WRNS Unit she was met in Portsmouth by the Dolphin boat crew in the Captain's Barge, which took her to the pierhead at the Gosport submarine base.

Another major landmark in the "garaging" of warships was reached at the end of October when the Ton-class minehunter H.M.S. Gavinton became the first vessel to be syncrolifted out of the water and wheeled into Rosyth Dockyard's huge new small ship refitting complex.

The £12m. syncrolift and refit shop will revolutionise working conditions at Rosyth, where small ship refits have always taken place in the open and in floating docks in the main basin.

Rosyth will now be able to programme refits more precisely — free from the interruptions by wind and rain which have been such a problem in the past.

Using its new syncrolift, the dockyard can pluck mine countermeasures vessels and small patrol ships out of the water, trundle them along a 400ft. railway line, squirt marine growth off their hulls with high pressure water jets, and park them snugly into a massive five-berth refit building.

Rosyth is already home to seven Island-class patrol vessels of the Fishery Protection Squadron, eight Fishery Protection Ton-class minesweepers, and six Ton-class 'sweeper and 'hunters of

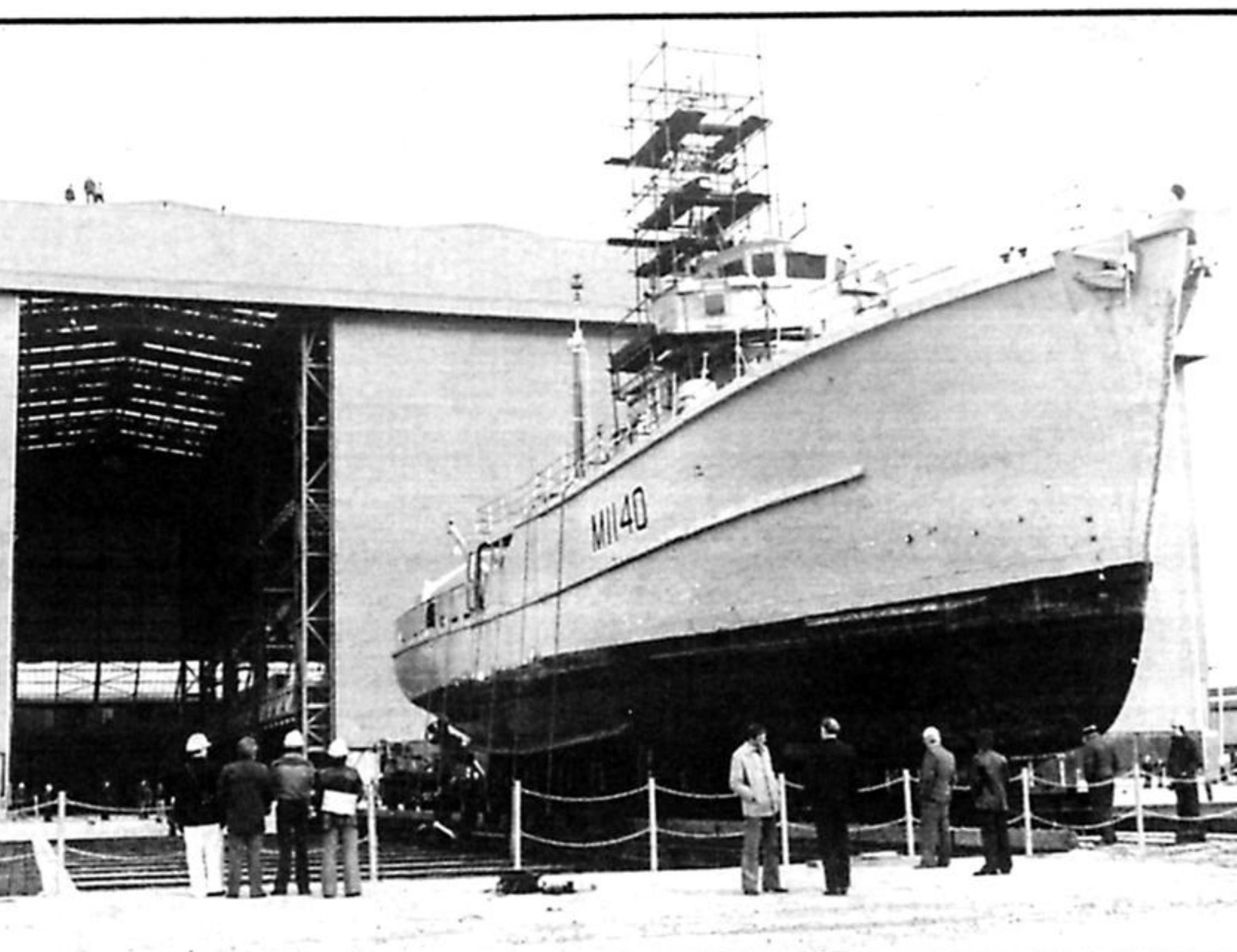
specially designed to accommodate frigates, and in May Cdr. the Prince of Wales officially opened Devonport's £60m. submarine complex, one of the most modern nuclear submarine refitting and refuelling complexes in the world.

FISHERY SQUADRON

Rosyth is already home to seven Island-class patrol vessels of the Fishery Protection Squadron, eight Fishery Protection Ton-class minesweepers, and six Ton-class 'sweeper and 'hunters of

Making tracks for a refit

It's quicker by rail! H.M.S. Gavinton becomes the first ship to be syncrolifted out of the water and shunted into Rosyth's new refitting complex.



HIGH AND DRY

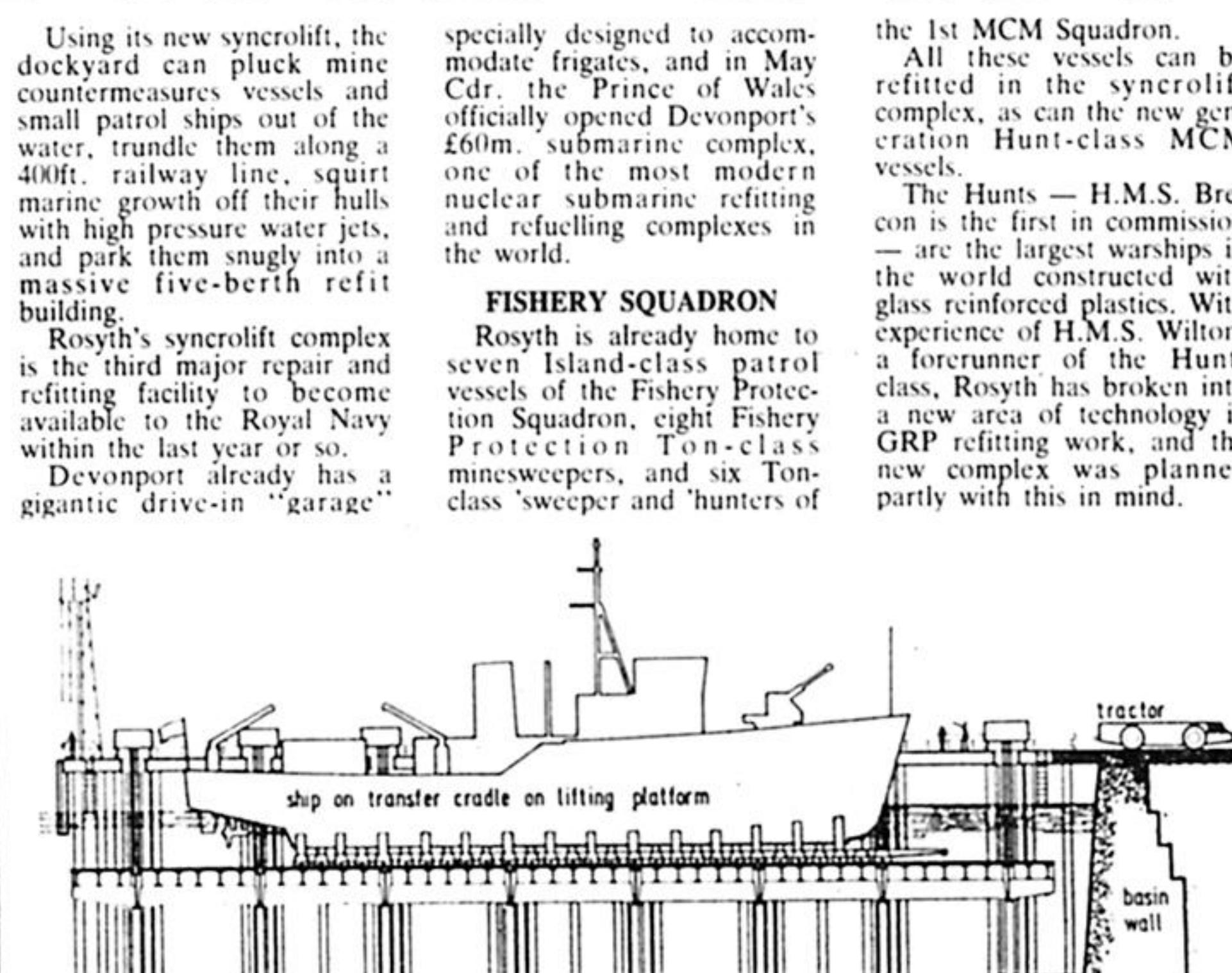


Diagram shows a mine countermeasures vessel on the syncrolift platform. Already in place under the ship is the transfer cradle which will carry the ship along a set of rails to the refit shop.

Whale and truly filled

H.M.S. Drake's dental department has just filled what could be the biggest-ever cavity.

But its owner, Lieut-Cdr. Chris Broadway, didn't feel a thing. The tooth, that of a sperm whale, was one he bought to add to a collection.

Its previous owner had mounted the tooth on its side, leaving a thumb-size screw hole in one side.

The dental department has made good the damage, and the 6in. tooth is now as good as new.

Bristol visit

Admiral Sir Desmond Cassidy, the Second Sea Lord and Chief of Naval Personnel, visited Bristol where he met the staff of the Careers Service, H.M.S. Flying Fox, ss Great Britain, and RMR Bristol.

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ARROW HITS BULLSEYE

A 430-mile relay run from Plymouth to Sunderland by sailors from H.M.S. Arrow has raised £2,500 — one of the largest amounts netted as a result of a single fund-raising event by a Royal Navy warship.

The bulk of the money goes to the Sunderland Association for Spina Bifida and Hydrocephalus; the remainder to the national association and the local association in Plymouth. The remarkable total was reached thanks to contributions en route and donations by clubs and groups in Sunderland, the Arrow's affiliated town.

One of the runners, Lieut.-Cdr. Edwin Atkinson, presented the cheque to the Duchess of Gloucester, Patron of the Spina

Biida Association, in London, on October 11. Other team members present at the hand-over were

FCPO Brian Healey, LSA "Jake" Wade, LS David Buoy and AB Robert Smith.

Spina bifida sufferers also benefited by £50,000 when six servicemen — including two Royal Marines — made a parachute crossing of the Channel. Sgt. Derek White and Corporal Bob Scouler joined two Parachute Regiment soldiers and two S.A.S.

WELL PLAYED!



Everything in the playground is lovely again, thanks to this 11-man team from H.M.S. Naiad who restored the adventure playground / assault course at Silver Mine Bay on the New Territories island of Lan Tau.

The site is part of a larger recreation centre for Hong Kong children and was built last year by volunteers from H.M.S. Tamar. However, the combined effects of weather and 10,000 children had taken their toll of the equipment.

So, while the Naiad was undergoing an assisted maintenance period in the Crown Colony, the two officers and nine ratings got to work for three days to repair and repaint.

Pictured demonstrating the strength of the restored rope

bridge are (from front): SEA(R) Ricky Hayton, SEA(M) Peter Field, SEA(S) Christopher Hailey, WTR Richard Oldknow, LSTD Richard Earl, SEA(R) David Pryor, Sub-Lieut. Christopher Snow, LWE Paul Rimmer, CWEA Peter Stitfall, LWEM Anthony Hosell and Lieut. Guy Thorburn.

There were more wheels of fortune turning in Portsmouth and Plymouth ...



HELPING HANDS

men who jumped from 25,000 ft. above the Kent coast to land in France. Sponsors were Courage Brewers.

□ □ □

A baty performance by ten Wrens in H.M.S. Cochrane is expected to raise more than £600 for the British Kidney Foundation's scheme to organise a children's holiday dialysis unit in Sussex. Taking part in a 24-hour table tennis marathon were L Wrens Dianne Woolnough, Anne Tilston, Andrea Tominey and Allison McFadyen, and Wrens Linda Smith, Jenny Jones, Marie Armfield, Viv West, Pat Speight and Jane Brown.

□ □ □

Former boxers added punch to a fund-raising raffle helped along by Chatham Naval Club. Kent Ex-Boxers Association at their annual dinner in H.M.S. Pembroke handed over a cheque for £916 to Third Officer Ann Sansom, the R.N. Barracks publicity officer acting on behalf of St William's Hospital, Rochester. The Naval Club contributed £50 of the donation, raised by raffling prizes including a pair of boxing gloves autographed by World and U.K. Champions.

□ □ □

LWEM(R) Duncan Richman completed a challenging exercise in fund-raising when he clocked up 2,011 sit-ups in a non-stop marathon. Duncan, on the staff of the Senior Naval Officer Northern Ireland, raised £80 for Kyle House, a home for mentally retarded children and young adults at Bangor, Co. Down.

□ □ □

Bristol rovers score

A bicycle made for three helped H.M.S. Bristol to collect £1,500 in six months for charities in the city of Bristol. Two teams of three men each pedalled the ship's hybrid vehicle the 253 miles from Wilmington, North Carolina, to Norfolk, Virginia, during the Bristol's visit to the U.S.A.

The marathon took place in temperatures of more than 80 degrees with humidity at 85 per cent. Nevertheless, one broken frame and numerous chain-breaks later the cyclists arrived at Norfolk, having made the ship's charity fund £350 richer.

Members of the teams were Surg.-Lieut. Mike Simmons, AB "Smudge" Smith, AB "Simmo" Simmonds, MEM "Brum" Beavan, STD "Jonah" Jones and MEM "Jock" Wilson. They were accompanied by the ship's Land Rover and by Sub.-Lieut. Billy Bremner, team mechanic, riding his own bicycle.

□ □ □

There were more wheels of fortune turning in Portsmouth and Plymouth ...

More than £600 was raised by H.M.S. Active sailors in a sponsored cycle ride for Mount Tamar School. The Active is now Belize guardship and was visiting Bermuda, Nassau, Freeport, Fort Lauderdale and Guadeloupe

INFLATION-BEATER
Giant heave for petty officers from H.M.S. Invincible who pressed into service this one-ton rubber fender — to help fend off the wolf from the door of Stoke Mandeville Hospital. While the carrier was visiting Gibraltar the POs hauled the 40ft. by 7ft. inflatable fender 1,300ft. to the top of the Rock, collecting nearly £800 for the Jimmy Savile Stoke Mandeville Appeal.

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Admiral drums up support



Helping to drum up a festive spirit at R.N.A.S. Yeovilton's "Oktober Fest" is Rear-Admiral Ted Anson, Flag Officer Naval Air Command.

Admiral Anson's inspection coincided with the festival, which raised £250 for under-privileged children. Attractions included fortune-telling, drinking a yard of ale, bottle smashing, rodent racing, welly-boot throwing and a handicraft exhibition. There was even a "Beautiful Baby" contest in which all the competitors sported hairy legs and rather over-filled their prams.

Queen's award for Norway evacuation

Sergt. Donald Burton, Royal Marines, has been awarded the Queen's Commendation for Valuable Service in the Air, for his airmanship and calmness in a potentially dangerous situation while evacuating an injured Marine during an exercise in the mountains of Norway.

Weather conditions at the time were appalling, with heavy snow showers and

low cloud, but Sgt. Burton succeeded in getting the casualty airborne.

Within five minutes, in an area of 3,000ft. mountains, he encountered severe icing, which completely obstructed his vision. With an outside temperature of minus seven degrees Centigrade, he had to open a side window to see where he was going, but managed

to land at a military airfield. The casualty was then sent on by road.

Adds the citation: "Sgt. Burton's professionalism and devotion to duty were in the best traditions of the Corps."

DCI (RN) 702
The Queen's Commendation for Brave Conduct goes to Leading Caterer Steven Brian Reeve, who showed "great courage

and a complete disregard for his own personal safety" in trying to rescue a man who had fallen down a sheer cliff face.

Among rocks and waves he reached the man in a gully and tried to revive him with artificial respiration, but without avail. Finally both the rescuer and victim were picked up by helicopter.

DCI (RN) 703

GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Don't be vague — declare yourself!

All gifts sent by post from overseas to United Kingdom addresses are not (contrary to popular belief) free of Customs and Excise charges.

H.M. Customs and Excise are officially reported to be "irritated" because they are having to open and examine packets and parcels when they need not have done so, had the declaration forms on the outside been properly completed.

It seems that one certain way to get on the wrong side of the Customs is to fill in the declaration form with the words "Gift — no value." That sort of vagueness does not appeal to them.

The approach of Christmas is a good time for a special reminder that, in the words of H.M. Customs and Excise, "full and accurate completion of customs declaration forms for all packets and parcels is essential."

DCI (RN) J 687

★ Postponed

Restrictions on travel and subsistence expenditure resulted in the Headquarters Naval Canteen Committee meeting, arranged for October 24, being postponed until at least spring 1981.

DCI (RN) 651



"So Santa Claus gets away with it — you still declare the contents!"

KIT CASH FOR ES BILLETS

A clothing gratuity is to be paid to certain Royal Navy and Royal Marines personnel recruited to Extended Service (ES) engagements.

The gratuity is to enable compulsory kits to be completed to scale if there has been a break in service between the end of Service engagement and the start of

the ES period, and if application for an ES engagement was made after first discharge from the Service.

The amount of the gratuity will depend on the length of the break in service, and payment can be retrospective to November 1, 1978.

DCI (RN) 578

● ES billet vacancies — Page 28

★ Fund facts

An official announcement sets out information about the Sailors' Fund, the Fleet Amenities Fund, and the Fleet Recreational Fund, giving guidelines, details of how application for a grant or loan should be made, and the funds' incomes for 1979.

Trustees of the fund are the Second Sea Lord, Commander-in-Chief Naval Home Command, Commander-in-Chief Fleet, Commandant-General Royal Marines, and Deputy Under Secretary of State (Navy).

Reference to the guidelines was made in the October issue of Navy News.

DCI (RN) 701

★ Orphan fund

Subscriptions and organised entertainments in aid of the Trafalgar Day Orphan Fund during 1979 raised £12,000. The money has been allocated as follows: Royal Naval Benevolent Trust £5,160, WRNS Benevolent Trust £240, and Nore R.N. and R.M. Children's Trust £6,600.

All three allocations are intended specifically for the assistance of naval orphans in need.

DCI (RN) 665

★ Reports

To bring the reporting system for medical technicians first

class fully into line with the procedure for petty officers in the non-technician branches, annual merit reports in future are to be rendered each June 30 for medical technicians first class with a seniority prior to the preceding April 1.

The official announcement says that as promotion from communication technician first class to chief communications technician is also by the selection board system, it has been decided that reports on CT1s should also, in future, be rendered each June 30 for ratings with a seniority prior to the preceding April 1.

DCI (RN) 649

SUPPORT FOR ALL

The Naval Projects Committee has authorised the setting up of the Management of Support Information Project, to be conducted under the supervision of the Navy Department Standing Technical Publications Policy Committee.

The aim is "to recommend a co-ordinated Support Information System for the Naval Service in the medium term, so as to provide a comprehensive, accurate, easily managed and readily accessible source of support information for ships and other users."

In the official announcement, "support information" is defined as that volume of (largely technical) information which is required by ships and support organisations ashore for the material support of the Fleet embracing all that is necessary for the operation, maintenance, and repair of ships' equipment and systems.



"Where can you get a reliable what...?"

The new project is tasked to formulate a fully-costed plan and realistic programme for setting up the system.

DCI (RN) 646

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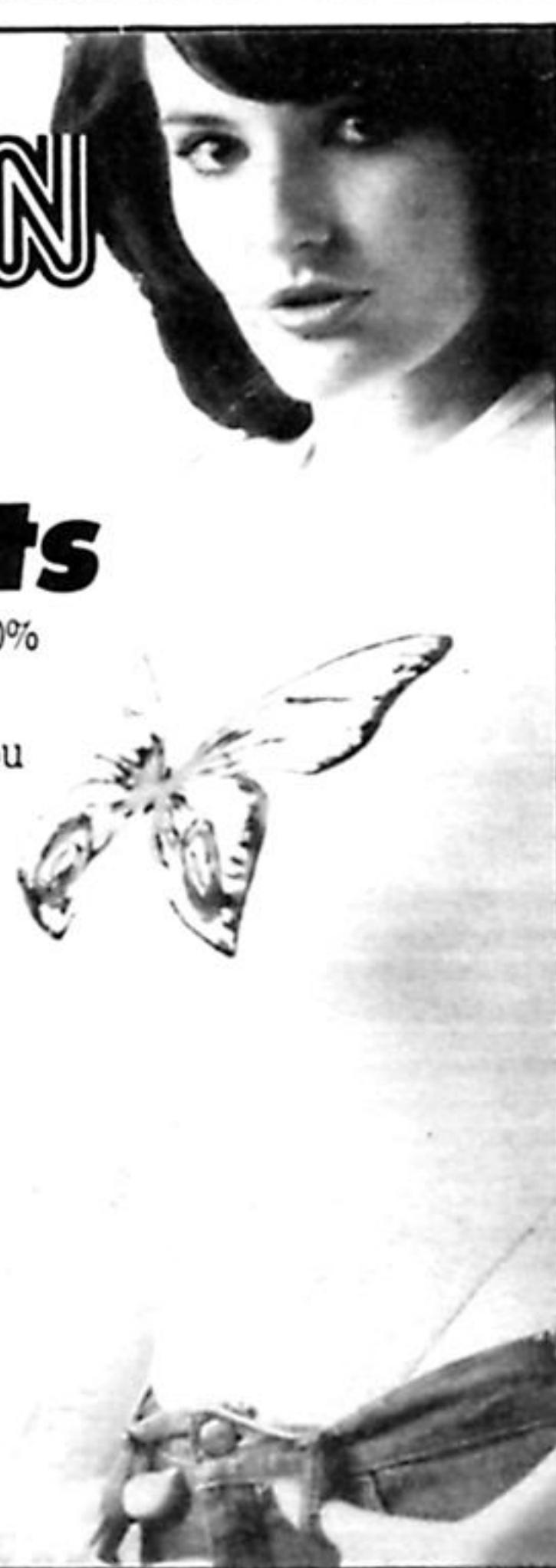
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PEOPLE IN THE NEWS



Brushing up on boom boom Basil

Trust an old fox to get his picture taken with the prettiest girl around! Basil Brush bumped into Third Officer JOANNA SAVILL while sniffing about H.M.S. Fox, the coastal survey ship which adopted him 12 years ago. Basil was invited aboard when the Fox visited London, and quickly made his presence felt with Joanna, personal assistant to Director WRNS.

A fine fix we've got into!



Medal marks Cindy's loyalty



Picture: PO(Phot) Bungy Williams

"Well done, Leading Dog Cindy!" Rear-Admiral George Brewer, Flag Officer Medway, shakes a paw after presenting the old sea dog with a special long service medal. Cindy, now grey in the muzzle and stiff in the joints, has been on duty at Beacon Hill, the R.N. wireless transmitting station at Chatham, since 1960. Long service in the Royal Navy is usually recognised after 15 years, but Cindy had to wait nearly 20 for the honour. Must be a dog's life ...



'Pea doo' for Sir

The Long Service and Good Conduct medal is not usually awarded to officers, but Sub-Lieut. JOHN REEVES received his from Rear-Admiral J. H. Carlill, Admiral President of the Royal Naval College where John is a student. They haven't changed the rules, though — John (pictured left) qualified for his "pea doo" while still a chief petty officer on the staff of C-in-C. Naval Home Command. He was commissioned acting sub-lieutenant before the medal could be presented.

Undeterred by fuel cutbacks in the Fleet, H.M.S. Birmingham's Junior Officers' Training Officer, Lieut.-Cdr. BOB WILLIAMS (left) was determined not to let his charges slip behind in their Astro navigation practice.

Hence Sub-Lieutenants TONY JOHNSTONE-BURT and TREVOR BARTON spent a day "fixing" Southsea Memorial and the entrance to Portsmouth Harbour with sextants.

Their calculations led him to believe that the memorial had shifted one mile in a southerly direction (!) — until a passer-by was called in to confirm that the Memorial was in its rightful position.

H.M.S. Birmingham's company is now said to understand why their officers under training get led astray so easily in Pompey!

Picture: LS Ronnie Corbett

Another 'first lady'



Following H.M.S. Cochrane's claim to have been the first naval establishment with a woman as wardroom hall porter, H.M.S. Pembroke has chipped in with another "first lady." Mrs. BARBARA TAYLOR, who has become civilian chief steward in the wardroom there. She is pictured showing more than a little Nelsonian elegance.



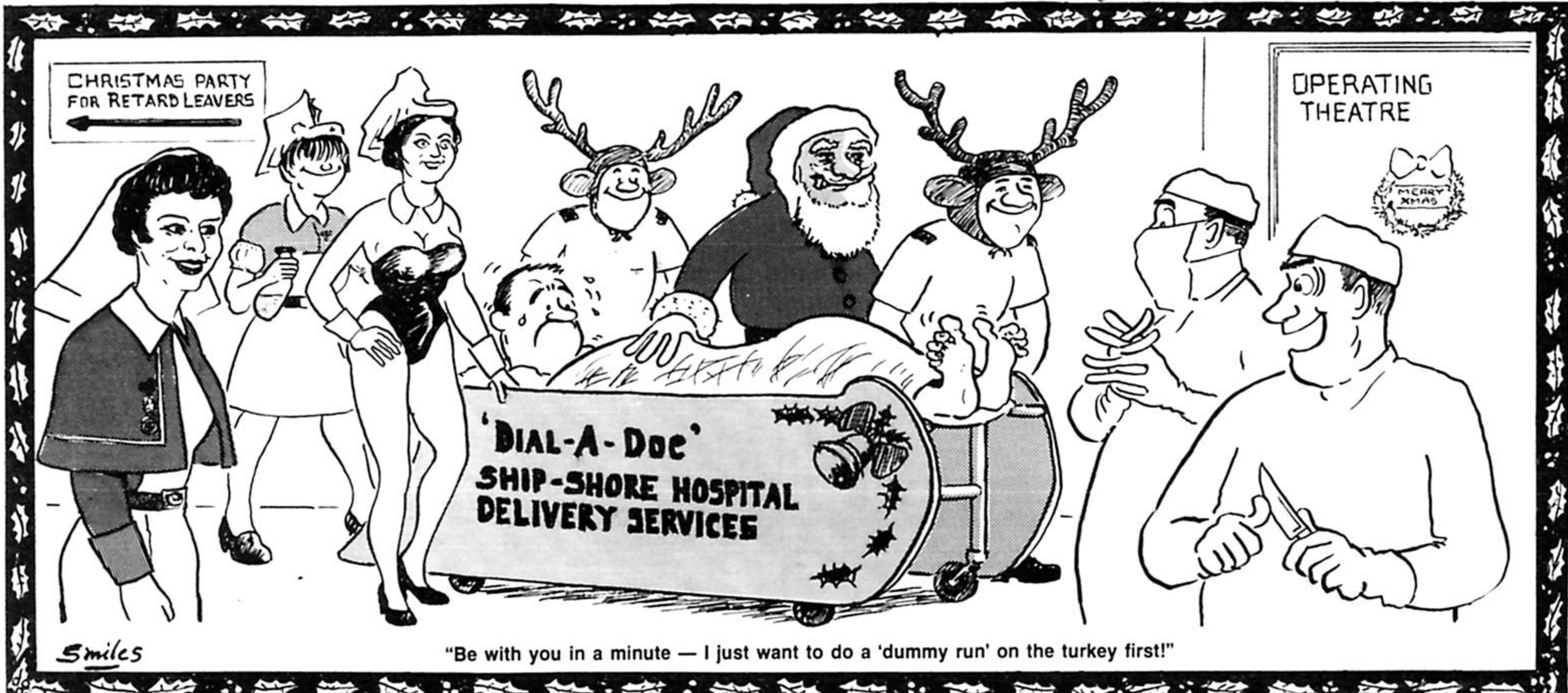
Jenny's gong

Mrs. Ng Muk-kah — JENNY as she is known to thousands of Royal Navy and Commonwealth sailors — receives the British Empire Medal from the Governor of Hong Kong, Sir Murray MacLehose. Jenny, now 62, took over her mother's ship-painting business at the age of 13 and is now in charge of a 30-strong "sideparty." She is always first aboard ships that tie up at H.M.S. Tamar, ready with a bunch of flowers, the day's newspapers and her traditional greeting of "Long time no see." Jenny was awarded her B.E.M. in the Queen's Birthday Honours.

Quick march ... please, dear



"Left turn, quick march!" wasn't so much an order as a polite request when PO Wren DIANE COLE had received her second Good Conduct Badge from Capt. JOHN JACOBSEN. The Master at Arms giving the command was Diane's husband, MAA JOHN COLE. John and Diane are both serving in H.M.S. Raleigh. Diane's father is FCPO N. J. RICHARDSON, who is serving in H.M.S. Heron and who was recently awarded the M.B.E.



NEWSVIEW

Taking it as it comes — at Christmas too

Peacekeeping in the Gulf of Oman, fire-fighting in British cities, looking after the inmates of penal establishments . . . an unlikely combination of activities, even for the versatile matelot. Yet all were happening or — in the case of fire duty — a real possibility as Christmas loomed.

As an example of the diverse calls made on the modern sailor, it would be hard to better. True, the small groups of sailors involved on jail duty (resulting from the prison officers' dispute) comprise specialists such as Regulators or Medics. But should the call come, the firefighters would be drawn — as they were in the previous firemen's dispute — from a whole range of branches.

Last time the Services answered the call superbly, gaining the confidence of experience. The challenge can be answered again, yet how happier if the need never arises.

To a minimum

Ironically, it is the job at sea whose timing may seem the more unexpected. Emergencies and needs pay no respect to season. For many years, however, the Navy's programmes have successfully kept family separation at Christmas to a minimum. Now, with the need for British warships and supporting RFA vessels in troubled Middle East areas, duty has collided with the festive season.

Few will savour farewells so close to Christmas. But occasionally they happen and, to coin a phrase, that is what it is all about.

The gratification — and the pride — has to lie in the knowledge that Britain can contribute such a useful presence in an area so vital to our trade interests.

The best of it

Remember, too, that the Middle East men will not be the only Navy personnel away from home. For instance, in colder climes H.M.S. Endurance will be fulfilling her icy tasks. And, of course, Christmas represents no let-up in the constant Polaris patrols. Some men in other ships and establishments will also be away from families.

No doubt the messages and missives will be bridging the miles of separation. And tradition will ensure that Jack makes the best of his lot, wherever the fates take him.

To all in the Service — home and away, ashore or afloat, men and women — go sincere seasonal wishes. With a special thought for any a shade sorry to find themselves where they least expected!

Plymouth's round-the-clock-vigil

Halfway across the Atlantic a young seaman aboard a giant tanker is developing crippling stomach pains . . . in a storm-hit cargo ship off the Bay of Biscay another seafarer falls heavily and is critically injured. Hundreds of miles of sea lies between possibly dying men and the nearest doctor. So what is the best immediate treatment and action?

It is a question which may well fall to a naval doctor who can neither examine nor talk to his patient, and has to make a first diagnosis from the end of a telephone line at R.N. hospital Plymouth.

For those who live and work on land, the serious illness or injury usually brings rapid personal attention of a doctor. For ships of the Mercantile Marine at sea the situation is often different.

However, "long distance" help now frequently comes to the rescue, and since 1975 successive casualty officers serving at Plymouth have given advice to merchant ships seeking aid for crew members who have fallen ill or been injured at sea.

The ships contact Radio Portishead and their calls are relayed to Plymouth. (Portishead, the busiest wireless telegraphy station in the world, is a name well known to many Royal Navy men who have used its radio telephone facilities for family calls between ship and home).

A master requiring advice can send his message prefixed with XXX to ensure priority over all other traffic except SOS.

The casualty officer usually receives the request for advice in a telegram read by the Portishead radio operator. About a quarter of the calls come by radio-telephone, most of them on very clear lines.

For 24 hours a day a casualty officer is available to offer advice, which can be backed up, if needed, by consultants in all the major specialities of medicine.

Decisions to land patients in home waters often involve the Search and Rescue flights from R.N. air stations Culdrose and Daedalus.

DIAL A DOC!

Diverting a commercial tanker to land a patient represents a costly decision and recommendations for unnecessary landings are not gladly received. Equally, however, a case misassessed could mean that a patient might die needlessly at sea.

A review of the types of diseases for which advice is sought shows that the pattern is associated with excessive eating, drinking and smoking.

HEART DISEASE

The most common problem is aid with the diagnosis and management of abdominal pain, closely followed by heart disease and head injuries. This pattern of disease is also reflected among personnel serving in the Royal Navy.

Analysis of the system, which is known as Medico Radio Portishead, also shows that a sample of 123 cases, 73 involved U.K.-registered ships and the remainder Liberian, Greek, Panamanian, Hong Kong and Singapore-registered vessels.

A problem can be the failure of ships to use

the approved name of drugs. In this country alone one substance has nine different trade names, and different trade names may be used for drugs purchased overseas.

R.N. ships without medical officers can also use the Medico Radio Service. Even ships and submarines with a medical officer may be glad of the facility to contact a consultant in a particular speciality.

For a doctor it is alien to offer diagnosis and management without seeing a patient and based only on raw data offered from the end of a telecommunications medium.

Sorting this data to give probabilities in the form of a diagnosis can be performed well by a programmed computer. This would allow the doctor to give a higher standard of advice in the patient's subsequent management.

The U.S. Navy, with its much larger nuclear submarine fleet, has identified a similar pattern of illness to the British survey and found that their in-ship computers programmed to assist in the diagnosis of the most common problem — abdominal pain — have proved valuable in the hands of trained individuals, reducing the incidence of the need to surface.

This computer programme, developed by a British surgeon in Leeds and available to the recent American Skylab astronauts, has been offered to the Royal Navy, and could be included in the new Trident submarine programme.

Meanwhile, the Medico Radio Service remains much appreciated by the many ships who use it, and R.N. medical officers have established a good reputation for the quality of their advice, ability to communicate medical information over the radio telephone and their appreciation of the maritime implications of disease at sea.

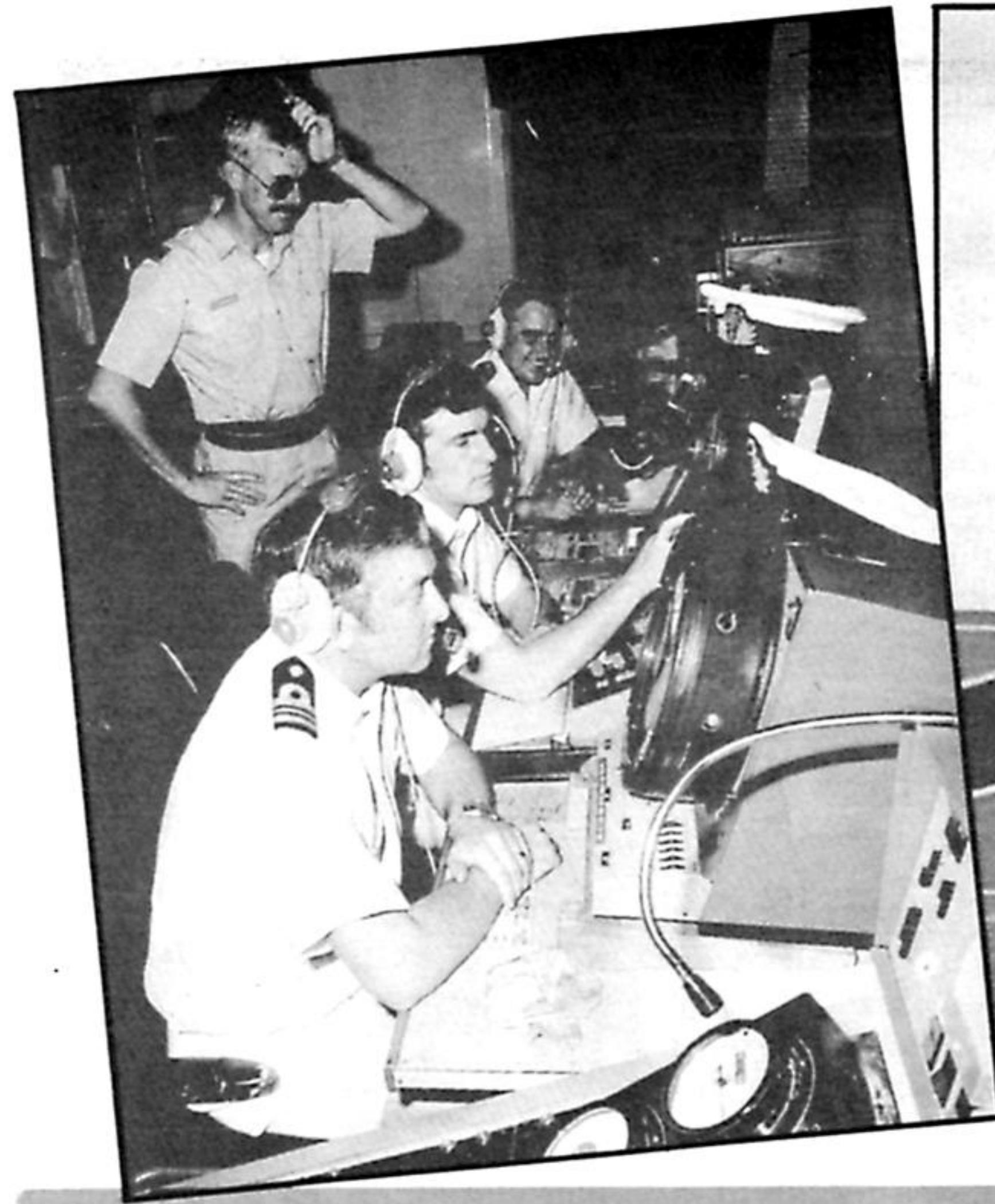
Radio and wireless telegraphists make a significant contribution to the service, intercepting and translating calls so that they are mutually comprehensible.

They have proved tireless in helping to make the service run smoothly, re-establishing poor R/T lines, deciphering medical terms into common English and drawing on their own maritime experience for radio and medical assistance in the immediate vicinity of the ship involved.

The service is organised by the Maritime Department of the Board of Trade.



A Sea King helicopter hovers low over a merchant ship during a rescue mission. The picture is taken from John Chartres's book "Helicopter Rescue," which is reviewed in Page 23.



ABOVE: First take-off of a Sea Harrier from H.M.S. Invincible's ski-jump ramp. The jump-jet came from the Aircraft and Armament Experimental Establishment at Boscombe Down and was piloted by Lieut.-Cdr. David Poole. LEFT: A bemused Squadron Leader Wooley looks on as the Invincible's fighter control team try their hands at R.A.F. North Front's traffic control consoles during the ship's visit to Gibraltar. The trio of Navy men are Lieut.-Cdr. Malcolm Fuller, Lieut. Tim Appleyard and Lieut. Tony Robinson.

Invincible's flying start



A Sea Harrier takes off vertically from the Invincible in Gibraltar Harbour.

More trophies for sale

Following the great success of the sale in August of former trophies and mementos from the Navy, another sale is being held at Portsmouth on January 14, when about 100 items will be on offer.

Included will be tankards, cups, shields, salvers, and candlesticks, while some of the more unusual items are elephant tusks, a trombone and a barometer dating from 1879. The items cover a period up to the 1970s.

It must be remembered that many of the items are damaged beyond economic repair, but they are offered as it is known that many personnel and former sailors would like the chance to bid

because of personal association with the ship or establishment concerned.

At the previous sale all 300 items were sold, the prices ranging from about £2 to about £140 for a water-colour.

Proceeds go to the R.N. Trophy Fund and are used to repair and maintain the Navy's present holding of trophies.

The sale will be at D. Nesbit and Co., 7 Clarendon Road, Southsea, Hants. Catalogues will be available from Nesbit at 30p (45p inc postage) from January 8. The auctioneers are prepared to conduct proxy bidding by prior arrangement.

It's full steam ahead to a June operational debut for H.M.S. Invincible, following first of class flying trials in the Western Approaches.

She was returning to Portsmouth on December 5 after six weeks of launching and landing Sea Harrier jump jets and Sea King helicopters in all weathers, day and night.

Sea Harriers of 800 Naval Air Squadron took off from the ski-jump ramp in winds of up to Force 9, and the concept is proving even more successful than was originally predicted.

The aircraft of 800 Squadron will be allocated to H.M.S. Hermes when her ramp refit is completed and when the Invincible's own squadron — 801 — has been formed.

ROCK RECORD

Since being handed over to the Navy in March, the new carrier has welcomed on board thousands of visitors — including the 21 press and television reporters who witnessed her flying trials.

The Invincible obviously believes in getting to the top — fast! During her visit to Gibraltar, the ship's company ran a Top of the Rock race to break the Fleet record.

Aggregate time of 131min. 18sec. bettered by 20 seconds the record set in May by 45 Commando, R.M., H.M.S. Bulwark.

The six runners to score for the Invincible were Lieut. MacFadzean, LAEM(W) Kennedy (who was first to the top

Ark's first and last

Prints of the painting "The Ark, turning into the Wind" by David Shepherd, signed by Rear-Admiral Dennis Campbell and Rear-Admiral Edward Anson, first and last captains of H.M.S. Ark Royal, are now on sale at the Fleet Air Arm Museum, Yeovilton.

They are available to those prepared to donate at least a further £50 to the Mountbatten Memorial Hall Appeal. The print costs £160 plus VAT, packing and postage.

in 20min. 51sec.), Lieut. Chris Pelley, SA Ottawa, Musician Paune and LA(Phot) Houghton. Air and Air Engineers won the inter-department competition.

FAMILIES

The ship's air traffic team "took over" at R.A.F. North Front during the visit to handle military and civil traffic. The flights they brought in included some carrying families to join members of the ship's company. More than 100 men were joined for a holiday by their wives and children.

Facilities at the civil air traffic control section were also used

by the Invincible fighter control team.

A cross-the-harbour swim was organised, involving many of the ship's company. It was won by LWEM(R) Geoffrey Beck, who received a trophy from Mrs. Jenny Ridley, wife of Cdr. Peter Ridley, the MEO.

The trophy was donated by Louis International Menswear Ltd and handed over to the ship in Gibraltar by Mr. Michael Trickey, the Portsmouth area manager.

During the stay, nuns from Gibraltar Convent visited the ship and were shown over her by Cdr. David Newing.



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Naples is the port to the romantic destinations of Capri, Tunisia, Malta and Sicily and the base for tours to Vesuvius, Sorrento and Pompeii. Greece is a ferry trip away and Rome two hours by car.

In short, Naples — recovering from the 1980 Italian tragedy — is rich in opportunities.

JOB

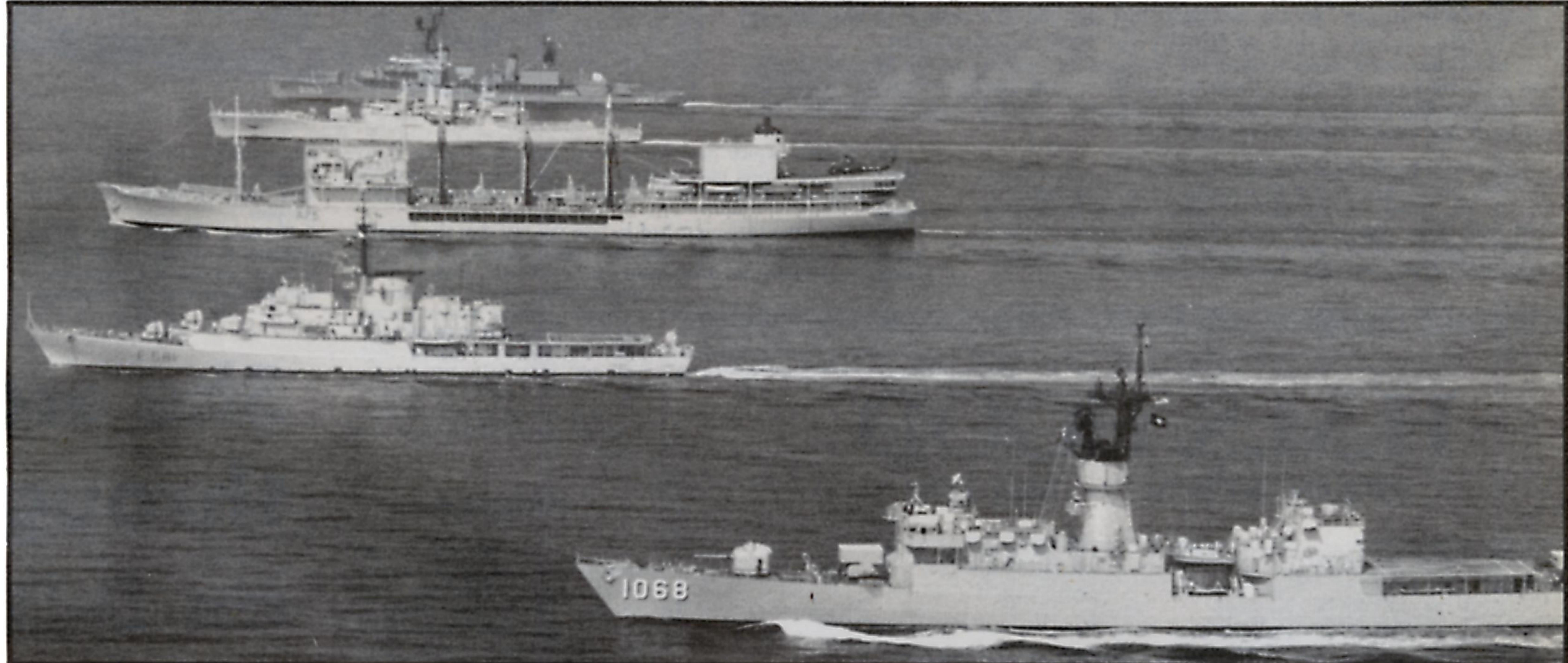
of the U.K. National Support Unit who symbolise their job of British community in Naples and south Post, where they help the queries ranging from pay s. Left to right, LWTR Geoff Cdr. Chris Cole (the unit's Tomlinson, REG Chief Wren Ellyson.

OT) D. WIGFIELD

all Force Mediterranean exercise force, designed to exhibit NATO southern Region. The the exercise twice yearly. From S. Carabiniere, R.F.A. Tidespring, Naples.



Nisida Island — home of HQ NAVSOUTH, where most of the Naples naval personnel serve. Traffic becomes lively in the summer as Italians flock to the beaches either side of the causeway. Many an altercation has occurred between an irate Italian driver and an equally indignant Brit in a hurry!



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LWren Colleen Gay, unit quarters assistant on Afsouth Post, tries her hand at a yard of ale at this year's British Fete. R.A.F. Cpl. Bill Tweddle timed her effort at just 23 seconds.



One of the many sports available to the Royal Navy in Naples is golf — in a dead volcanic crater. Trying out his form in this picture is POWTR Jim Froggatt, who works in the Personnel and Administration Division, AFSOUTH. The course at Carney Park is one of a number of American facilities opened to other NATO nations.

BOOKS

THE VIEW FROM INSIDE THE FORTRESS

Among older readers of Navy News, Malta is remembered as a "home from home" to the Service, but the island's ordeal in the Second World War is but a slice of history for today's generation.

Much has been written about the struggle for mastery in the Mediterranean, and now we have the story "from the inside." "The Battle of Malta," published by William Kimber (price £9.95) is by an islander, Joseph Attard, who witnessed many of the events which form his record.

Malta was a key fortress, but pitifully vulnerable, and on June 11, 1940, the people awaited an onslaught from Italy, only 100 miles away. Italian and German air forces rained destruction from the skies, against defences which consisted of three obsolete fighter aircraft and a small garrison. Sea routes were being blocked to starve the people into surrender.

The Church, which has always been prominent in the life of Malta, played a vital part through one man, when the outcome of the siege was at such a critical stage that the issue was in grave doubt.

Lord Gort the Governor had to face the fact that the island's supply of wheat would last only days, but he found an ally in the benign and diminutive Monsignor Michael Gonzi, Bishop of the neighbouring island of Gozo.

Gozo's harvest was just coming in. "They will have wheat," said the Bishop, "which they will not part with to anyone. But for me it will be different."

The Gozitans respected their Bishop, and Malta got its wheat.

Heroism

Mr Attard's account is told with a wealth of detail relating to individual suffering and heroism, the writing being in that simple and occasionally naive style which springs from the personality of the Maltese people.

Their example of courage and fortitude in the darkest days of the war should be remembered



when political situations seem to suggest a change of attitude to a very old friendship between peoples.

Between Britain and Malta remains a strong bond which today's tourists will experience and perhaps serve to maintain.

Poster cost a bob or two

In the First World War, as this poster indicated, "the Navy wanted men," and what is more were prepared to pay for them! The reward was 1s. 3d. a day, which, translated for today's matelots, means one shilling and three pence. The shilling became the 5p piece, and while it is difficult to relate to today's values, one thing is certain — the pay did not run to motor cars or taking the girl out to dinner.

The poster is reproduced in "The Dreadnoughts," a Time-Life publication now available at £7.95.

It tells the familiar tale of the British warship which in 1906 changed the course of naval warfare and triggered an arms race such as the world had never seen. The author, David Howarth, gives a graphic description of the meeting of the giants, the British and German fleets, at the Battle of Jutland.

Although so much has been written over the years about the Dreadnoughts, the Time-Life version is a handsome volume, beautifully illustrated, and a certain attraction for the warship enthusiast.

H.M.S. HOOD

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Women (as every man knows) get away with murder, but one who pushed her luck rather far is mentioned in "The D-Day Landings," by Philip Warner.

On the fateful day, June 6, 1944, one Major Tim Wheway, a tank commander, had a bloody landing on the Normandy beach at 7 a.m. The casualties were heavy.

They battled ashore, and then had this astonishing experience at 10 a.m.

"Pat Sadler and I," he said, "were searching a bistro on the road at the back of the sea front at Ouistreham, when a very smart and beautiful French girl came walking down the road, very self-possessed, smiled and said: 'Bonjour, Messieurs'.

"We were too dumbfounded to say anything but 'Bonjour, Madame,' and she walked on amidst all hell let loose, bombs, shells, etc., quite unharmed and disappeared from sight."

She probably still parks on double yellow lines and brings diamonds through the Customs.

HUMOUR

The incident gives an idea of the book, which is a collection of accounts of personal experiences, from all ranks, and from all three Services.

There is the tank crew who picked up a seven-year-old French girl on the battlefield and fought for several hours with her aboard until they could hand her over to the Red Cross; the premonitions of those men who knew they would not be coming back; the blunders and the humour.

A library has already been written about the greatest invasion ever launched, but mostly from the standpoint of the planning and execution.

Mr. Warner visited every sec-

AMAZING

Much of the reading is grim, but there is another story to bring a smile — and a reminder of that endlessly amazing thing called feminine psychology.

British soldiers arrived on the steps of a chateau, upon which the resident countess dashed upstairs to her husband, calling: "The Tommies are here."

Said the husband: "Don't be a damn fool. It's Germans dressed up and you'll probably be taken out and shot."

CRAZY

"In that case," she replied, "I will go and do my hair, because it would look very bad for a French woman in my position to be shot with her hair looking untidy."

The crazy thing is she meant it.

"The D-Day Landings" is published by William Kimber (price £9.95).



PIONEER PICTURES

As well as many dramatic rescue pictures, some of which have adorned the pages of Navy News over the years, "Helicopter Rescue" contains a fascinating photographic record of the past.

Above: Lieut. Ken Reed lands a Hoverfly on the deck of H.M.S. Vanguard on February 1, 1947. Right: Naafi-break with a difference at Gosport in 1943.



Help from on high ...

On the evening of April 23, 1944, three British soldiers and an American airman, two of them wounded, heard a strange engine roar and paddle-blade clunking in the sky of Burma.

They had been on their way to base hospital from the battles with the Japanese when their light aircraft force-landed with engine failure.

Out of the blue came rescue in the shape of a machine the like of which they had never seen before. It was a Sikorsky YR-4 helicopter flown by Lieut. Carter Harman, United States Army Air Force, and with it he achieved the earliest recorded helicopter mission of this kind.

Since that time, the same now-familiar noise has meant aid to thousands in peril, often amid raging storms when no other means of rescue was possible.

"Helicopter Rescue," by John Chartres, published by Ian Allan (price £9.95), is a worthy tribute to the bravery and dedication of Service flyers who have given to the United Kingdom what is probably the finest life-saving organisation of its kind in the world.

Miracle missions

Who can ever forget the miracle missions from the R.N. air station at Culdrose, when crewmen were winched down into boiling seas to reach survivors from shipwreck?

Such incidents get maximum publicity, and deservedly so, yet helicopter rescuers can be inches from disaster when the sun shines and all is calm. Cliff rescues, often of people whose plight is their own folly, can mean bringing those whirling blades right in to towering rocks. A fraction of misjudgment could mean the end of all aboard the flying machine.

Says the author: "I hope this book will be widely read, not just by those who are interested anyway but by those who go on dangerous cliffs or take to the sea with insufficient experience. I fear this is a forlorn hope and that the magnificent work of Search and Rescue will continue."

IN BRIEF

Development of naval aviation

"Naval Aircraft and Aircraft Carriers," by Anthony J. Watts (Ward Lock, price £2.95).

This is one of the "Source Book" series from the same publisher, and describes the development of naval aviation from 1911 to the present day. The various types of aircraft carriers of the world's major powers are included.

"The Merchant Navy," by Ronald Hope (Stanford Maritime, price £5.95 hardback and £4.95 limpback).

Full details are given of the British shipping industry, the companies of which it is comprised, and its structure — as well as such depressing facts as the drop in British-owned tonnage from 50 per cent of the world total to five per cent. The author is Director of The Marine Society, the world's oldest maritime charity.

"Bring Back My Stringbag," by Lord Kilbracken, first published last year and now available as a Pan paperback.

Exciting tale of the Fleet Air Arm by one who volunteered in the Second World War and was called up as a naval airman 2nd class in July 1940. Two years later he was leading a squadron in action, and by January 1945 was one of the youngest lieutenant-commanders in the service.

"The Ship" series, produced jointly by the National Maritime Museum and H.M. Stationery Office, price £2.95 each.

Three new titles are now available — "The Life and Death of the Merchant Sailing Ship," by Basil Greenhill; "Channel Packets and Ocean Liners," by John M. Maber; and "The Century Before Steam," by Alan McGowan. These are attractive booklets, each of which is a self-contained study by a leading authority.

"The Book of Windsurfing," by Mike Gadd, John Boothroyd, and Ann Durrell (Van Nostrand Reinhold Company, price £7.45).

Few modern sports seem to have caught on with the speed of windsurfing, perhaps because it shares with surf-board activities an aura of fitness and masculinity. For those who fancy having a go, this is the booklet to give the basic advice and information.

"Centurion Comes Home," by Showell Styles (Faber and Faber, price £5.59).

Although a novel, the book is closely based on the facts of Anson's voyage around the world, and his return in the Centurion — the only ship out of six to survive. The author has skilfully clothed the bones of high adventure.



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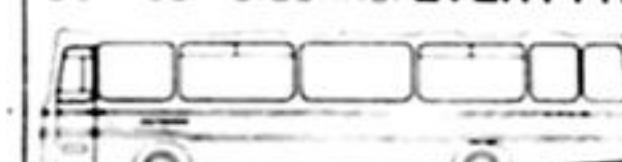
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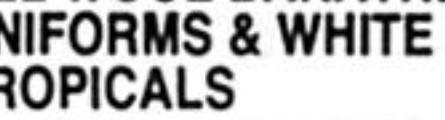
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The school has a very high proportion of sons of servicemen and it is particularly sympathetic to their educational needs. It can be especially useful when fathers are liable to be posted overseas. The age of entry is 12 to 14 years. There is an entrance examination, which is held in the Spring and Autumn Terms, for admission to the school each September and January.

Full details may be obtained by writing to The Headmaster, The Gordon Boys' School, West End, Woking, Surrey.

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Prospectus from the Headmaster

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These schools, for boys and girls respectively, have traditional ties going back many years and, being situated within three miles of each other in the Bristol area, can conveniently offer boarding or day education for brothers and sisters. Boarding fees currently £2,391 per annum (boys), £2,121 per annum (girls), all inclusive.

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Examinations for First Form Entry in the Autumn Term at both schools are held in February each year. Arrangements can be made for candidates to sit the examination at their present school.

Prospectuses and application forms are obtainable from the Schools or the Clerk to the Governors, Orchard Street, College Green, Bristol, BS1 5EQ.

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Time off in Tenerife

Sailors from the survey ship H.M.S. Hecate joined the tourists of Tenerife last month to savour the delights of a holiday spot that has no off-season.

During her work in mid-Atlantic, the Hecate berthed at Santa Cruz de Tenerife and buses were provided by the local military authorities to take ratings to the main entertainments in Puerto de la Cruz 25 miles away.

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Three wheel wonder

A study in suspended animation... Dressed in the uniform of a captain of around 1830 and aboard an old tricycle, Capt. R. K. Bethell, Captain of H.M.S. Excellent, brings a vintage touch to the ride around Portsmouth in aid of the Lord Mayor's Appeal.

Capt. Bethell's six-mile effort was expected to raise £180 for this year's beneficiaries — The Royal National Life-Boat Institution and the Salvation Army — while 13 cyclists from H.M.S. Vernon, led by the establishment's commanding officer, Capt. Keith Sutherland, raised £280.

Picture: LA(Phot) Roger Giles.

YOUR FUTURE

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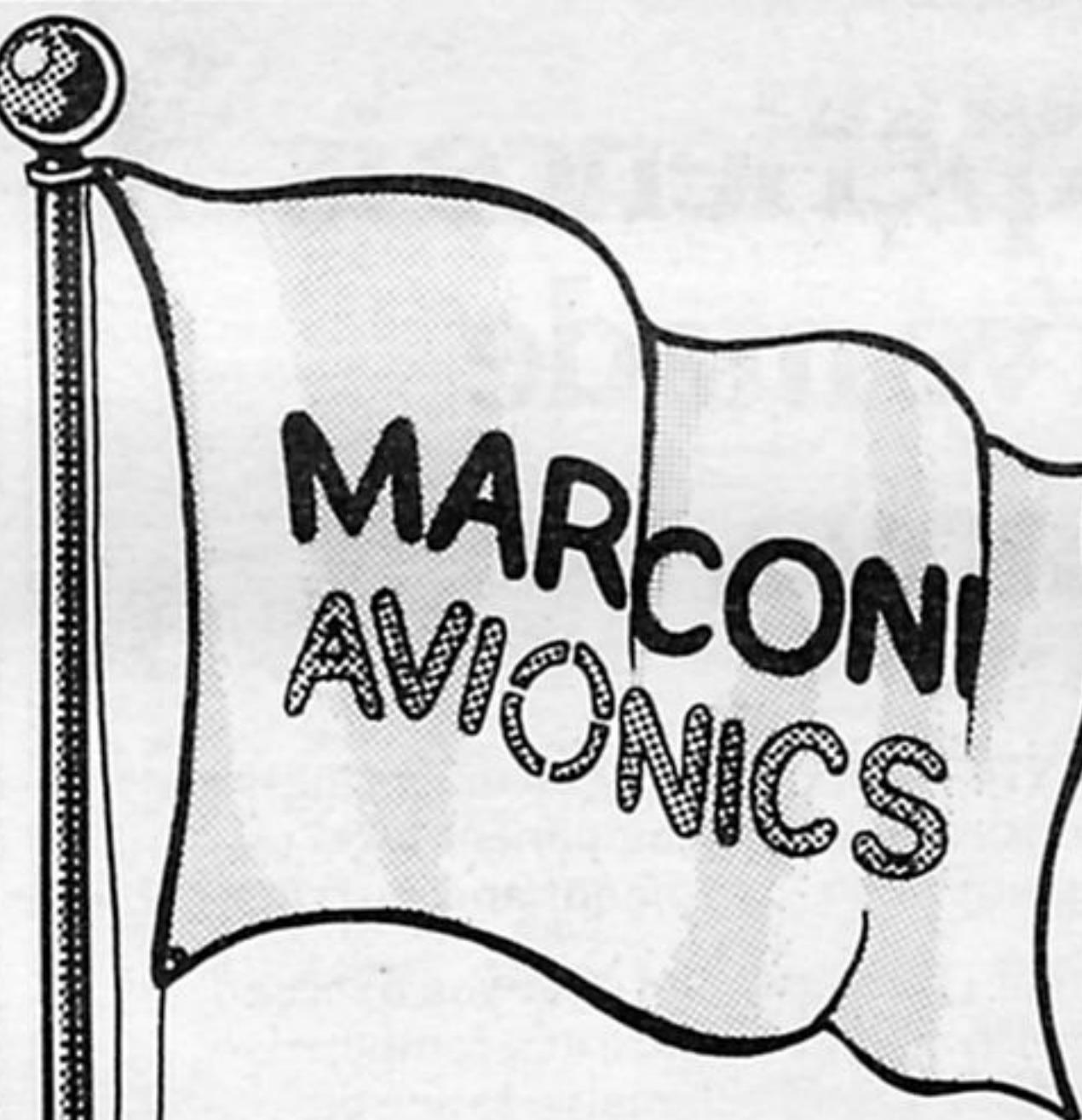
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BROADLANDS BOOST

A substantial contribution from National Westminster Bank has enabled the Mountbatten exhibition at Broadlands to be enlarged and relocated. When it opens in 1981 it will include a 60-seat audio-visual theatre and a unique collection of memorabilia, photographs, ceremonial dress, decorations and documents which will be on display in the William and Mary building close to the house.



The last thing you need when you have completed your service with the Forces is to feel you're going down in the world. And, certainly, where new technology is concerned, you've been in the best place to see it in action.

You owe it to yourself to establish your second career in an environment which makes the most of your experience, offers continued exposure to advanced technology and provides you with the encouragement to achieve seniority and greater responsibility as fast as you can handle it. Marconi Avionics can offer you just that, and currently have opportunities for experienced people to join us in the following areas of work:

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To develop the most searching trials routines and to analyse their results, under operational conditions.

Technical Authors

To work on a wide range of documentation in support of commercial and military projects. You will be involved in the writing of test specifications and handbooks, and the preparation and editing of proposals and technical reports.

So you want to be a train driver . . .



steamed-up at Hazle-grove School House Preparatory School, near Yeovil, on Guy Fawkes Day.

A number of boys had the chance to be a train driver — and so did PO Ian Amor, seen here behind the engine, aided by PO Peter Fleet. Keeping a watchful eye on the track is Lieut.-Cdr Rupert Nichol, who arranged the treat.

Picture: CPO(Phot) Les Warr.

-keeping the standard up.

Test Engineers & Technicians

To test PCBs, modules and systems to approved specifications, analyse and correct fault conditions and maintain relevant documentation.

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There's a warm welcome in these parts ...

A routine visit to Amsterdam by H.M. ships Minerva, Rhyll and Hecla was enlivened by some generous hospitality—including a trip to the Heineken brewery to prove that "the Royal Navy reaches parts that other navies do not!"

During the four-day stay the Minerva held a Christmas pudding-stirring ceremony conducted by Lady Taylor, wife of the British Ambassador to the Hague.

She was assisted by AB Taff Healey and CK Alan Valentine.

ES BILLETS

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA(P)(SM) (periscope maintainer). BRNC Dartmouth: PO(D). CPO(CS) (ASWE Portland): CPO(OPS)(M). H.M.S. Cochrane: POWEM(L)(O). FMB Dev SMMU: CMEA(P)(SM); (3) MEA(P)1(SM) (2 periscope maintainers). WEA1(AD)1(SM). CMEM(L)(SM); (4) POMEM(SM). H.M.S. Dolphin: FCPO(Coxn) (SM). H.M.S. Dolphin SM School: WEA1(AD)(SM). CNOCS (AUWE Portland): FCPO(OPS)(SSM). CPO(OPS)(SSM). FORM (Northwood): RS. FMB Rosyth: (2) WEA1(AD).

who added the "secret" ingredient of posser's rum.

After the ceremony, which attracted much attention from the Dutch, who had not seen anything quite like it, Lady Taylor was presented with a smaller version of the pudding for her Christmas table, plus a picture of the ship.

There were visits for the ships' companies to a cheese works and a traditional clog-making factory. Sports included volleyball and hockey against local teams and a children's party was held on board the Minerva.

Sultan summit

Senior officers of the French, Netherlands, Belgian and Royal Navies met in H.M.S. Sultan to discuss collaborative support for the Rolls-Royce main propulsion gas turbines in ships of their navies.

COMMODORE OPENS FLATS



The Commodore of H.M.S. Nelson (Commodore W. E. C. Perkins) inspects a guard provided by H.M.S. Guernsey for the official opening of Nelson Court, a development of 33 flats at Hull, many of them with wide views over the Humber.

Commodore Perkins opened this latest development by Hull and East Riding

Housing Society on the 175th anniversary of the Battle of Trafalgar.

Pictured too are the Guernsey's commanding officer (Lieut.-Cdr. A. L. Horton) and Lieut. N. S. Warren. The ship was making an informal visit to Hull from October 16-22.

Picture: Ian F. Brocklesby.

Send those toys to Haslar

With Christmas approaching, the Children's Ward at R.N. Hospital Haslar, many of whose young patients come from naval families, is hoping to replenish its diminishing stock of toys, which are much enjoyed by the boys and girls who have to spend time there.

Strong, good-condition secondhand toys of many kinds would be appreciated, including plastic toys for children confined to bed. Rub-out sketch pads and Lego are in short supply, and the ward would be delighted to hear from anyone with an adult-sized rocking chair (for use by mother and child).

Spa play clothing would be useful too, including track suits, T-shirts and plastic aprons (for messy young painters!).

Haslar says that anything surplus to requirements can be passed on to local naval playgroups. Anyone with suitable items should send or take them to the Children's Ward (A6), R.N. Hospital Haslar, Gosport. (If in doubt, telephone Gosport 84255, Ext. 2424).

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during October.

PO(EW)/RS(W) — Int (30.7.80), 3; LS(EW)/LRO(W) — Dry, 2; PO(M) — Dry, 4; LS(M) — Dry, 2; PO(R) — Int (14.9.80), 6; LS(R) — Dry, 7; PO(S) — Dry, Nil; LS(S) — Dry, 2; PO(D) — Dry, 1; LS(D) — Dry, 8; PO(MW) — Int (14.8.80), Nil; LS(MW) — Dry, Nil; PO(SR) — Dry, Nil; LS(SR) — Dry, Nil; POPT — Int (26.7.79), 3; RPO — 241, 4; RS — 249, 2; LRO(G) — Dry, 22; CY — Int (11.9.79), 5; LRO(T) — Dry, 13; PO(SVSM) — Dry, 2; LS(SVSM) — Dry, 3; PO(TSVSM) — Dry, Nil; LS(TSVSM) — Dry, 1; RS(SM) — 200, Nil; LRO(SM) — Dry, Nil; PO(UW)(SM) — Int (22.4.80), 1; LS(UW)(SM) — Dry, Nil; POMEM(M) — Dry, 5; LMEM(M) — Dry, 23; POMEM(L) — Dry, 2; LMEM(L) — Dry, 6; POWEM(O) — Dry, 7; LWEM(O) — Dry, 6; POWEM(R) — Dry, 3; LWEM(R) — Dry, 14; POWTR — Int (6.11.79), 2; LWTR — Dry, 4; POSA — 266, 1; LSA — Int (9.4.79), 7; POCA — Dry, 2; LCA — Int (29.4.80), 5; POCK — 531, 1; LCK — Int (14.12.78), 17; POSTD — 301, 1; LSTD — Int (9.4.79), 11; POMA — Int (19.6.79), 5; LMA — Int (20.6.78), 6; POAEM(M) — 109, 10; LAEM(M) — Int (25.10.78), 25; POAEM(L) — Dry, Nil; LAEM(L) — Int (30.6.78), 6; POAEM(R) — Dry, 2; LAEM(R) — Int (9.2.79), 3; POAEM(W) — Dry, Nil; LAEM(W) — Int (23.9.78), Nil; POA(AH) — Int (13.8.79), 1; LA(AH) — Int (8.6.79), 1; POA(SE) — 683, Nil; LA(SE) — Int (28.6.79), Nil; POA(PHOT) — 382, Nil; POA(MET) — 285, Nil; POACMN — Int (26.7.79), 2.

PO WREN AEM(M) — Dry, Nil; LWREN AEM(M) — Int (25.9.78), 1; PO WREN CK — Dry, Nil; LWREN CK — Int (31.7.79), 1; LWREN TEL — Int (26.9.78), Nil; PO WREN DSA — Int (10.8.79), Nil; LWREN DSA — Int (29.9.78), 1; PO WREN MET — 398, Nil; LWREN MET — Int (6.10.78), 1; PO WREN PHOT — 473, Nil; LWREN PHOT — Int (3.10.78), Nil; PO WREN (R) — Int (6.3.79), Nil; LWREN (R) — Int (6.11.78), 3; PO WREN RS — Int (11.9.79), Nil; LWREN STD O — Dry, Nil; LWREN STD G — Dry, Nil; PO WREN STD O — Dry, Nil; LWREN STD O — Int (4.4.79), 2; PO WREN SA — Int (26.11.79), Nil; LWREN SA — Int (9.4.79), Nil; PO WREN TSA — Dry, Nil; LWREN TSA — 117, Nil; PO WREN WA — Int (25.10.79), Nil; LWREN WA — Int (9.1.78), 2; PO WREN WTR G — Int (9.7.79), 2; LWREN WTR G — Int (26.6.78), 6; PO WREN WTR P — Int (27.9.79), Nil; LWREN WTR P — Int (20.3.79), Nil; LWREN WTR S — Dry, Nil; PO WREN D HYG — Int (16.6.78), Nil; PO WREN REG — Int (6.11.79), Nil; PO WREN PT — Dry, Nil.

The Basic Dates quoted for WRN ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22.

PO WREN QA — Dry, 1; PO WREN ED — 129, Nil; PO WREN MT — 101, Nil; LWREN MT — Int (20.10.78), Nil; PO WREN TEL — Int (19.7.78), Nil.

PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer has been issued:

MEDICAL BRANCH
To CMT — E. G. Woodmason (RNH Plymouth).

COMMUNICATIONS
To CWRENRS — M. J. Arnott (CINCFLEET)
To CCY — K. E. Rice (Dido).

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(S)(SM) — E. J. Griffiths (Conqueror), A. J. Fitt (Waspire), P. Barker (Sovereign).

MARINE ENGINEERING

To CMEM(M) — A. A. Oram (Pembroke), S. Sewell (Arrow), R. Wilkinson (Neptune), G. P. Room (Naiad).

To CMEM(L) — A. J. Anderson (Collingwood).

FLEET AIR ARM

To CPOA(AH) — R. C. Attenborough (Raleigh), A. E. Matthias (Seahawk).

To CPOA(PHOT) — A. F. Fowler (Nelson).

SUPPLY AND SECRETARIAT

To CPOSA — R. Kidd (Dolphin), P. R. Hunt (Devonport FMB), K. F. Robson (Brighton).

To CPOCA — D. S. Osborne (Pembroke), D. B. Orrell (Drake).

Names are announced of the following ratings selected for promotion to commissioned rank.

To acting sub-lieutenant SD(E) (ME): K. A. Barker, D. C. Cooper, P. A. Goldson, B. S. Haywood, A. Holis, S. M. Ryder, A. C. Tavener, and M. C. Walther.

To acting sub-Lieutenant SD(E) (MESM): N. P. Ford, B. J. Heyd-Smith, P. C. Kelly, J. M. Maskell, W. R. Russan, J. F. Turfrey, and F. N. Woodcock.

To acting sub-Lieutenant SD(E) (Hull): S. J. Berry, B. Corner, S. P. Farrington, J. M. Hartley, and J. T. Holden.

Four other candidates qualified professionally but were not selected on this occasion.

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ON WITH THE BATTLE OF WORDS . . .

In keeping with the season — some bright news. The chance to be the first to win the newly announced Trevor Jones Competition.



The late Shipmate Trevor Jones, who is remembered by shipmates of Abingdon for his integrity, his pleasant happy and sympathetic attitude to life which made everyone he met his friend.

He joined the R.N.A. in 1960, after a naval career which included service in H.M. Ships Malaya (1932-34), Norfolk (1935-36) and Rodney (1937-38). His service in the Rodney was recognised by a Mention in Despatches in November 1944.

He left the Navy as a Chief Mechanician and apart from his work for the R.N.A. helped to raise a considerable sum of money towards the cost of building the Sea Cadet Corps headquarters at Abingdon.

OBITUARY

Shipmate George Fogden, founder member Eastbourne, Oct. 9, aged 77.

Shipmate Frank Fanthorpe, adopted Greenford, Royal Star and Garter Home, September 26.

Shipmate J. R. Spooner, founder member Spennymoor, member Durham, October 8.

Shipmate John (Nobby) Hall, Llandudno, October 21, aged 53.

Shipmate Emlyn Raw, Llandudno, November 1.

Shipmate Stanley Stanbridge, Canada, member Hull branch, June 25, aged 62.

Shipmate Charles Costeur, president Submarine Old Comrades Association, Perth, W. Australia, October 17.

Shipmate Jack Nash, Bletchley, aged 53.

Shipmate Bill Broadbent, aged 51.

Shipmate William Craig, Wear, ex-H.M.S. Falcon, Nov. 7.

REUNIONS

Grenville '41 has a meaning for 80 one-time schoolboys who on August 14, 1941, wended their way through war-torn Britain to form Grenville Division of Artificer Apprentices at the new R.N. training establishment (now H.M.S. Fisgard), in Cornwall. If you were one of those schoolboys and are interested in a reunion in 1981, contact Mr. Bruce Balmain, Stourcastle Lodge, Gough's Close, Sturminster Newton, Dorset, telephone: 0258-72320.

A reunion is planned for the spring of 1981 for members of the ship's

The competition, winners to be announced at Conference next year, is open to all members of the R.N.A. who can produce a bright, interesting article of about 600 words on "What Membership of the R.N.A. Means to Me."

Depending on interest shown in this venture, Navy News hopes to be able to publish the winning feature or extracts from it.

The article should indicate to readers why being a member has added something extra to your life. Ideally, it should make people want to contact

their local branch and join. The appeal is across the board — either to Jack or Jenny at present serving or to those who have left the Service or who are about to leave.

Prizes

The idea of the competition was inspired by Shipmate C. E. Gostling, of Abingdon branch, who has offered £50 a year in prize money for a competition to commemorate the late Shipmate Trevor Jones who was an outstanding member of the branch.



Having discussed the idea, members of the National Council decided, as a trial run for 1981, that prizes of £25, £15 and £10 (first, second and third) should be awarded.

All entries, clearly marked "Trevor Jones Competition," should reach R.N.A. Headquarters, 82, Chelsea Manor Street, London SW3 5RU, not later than April 10. Contributions should be typed and a stamped addressed envelope ensures return.

Shipmate Bill Pearson (left), chairman of Deeside, is seen here with the portrait of Admiral of the Fleet Earl Mountbatten, painted by Shipmate Joe Jones (right), which he has presented to the branch. Giving him a helping hand is Cadet Peter Jones of T.S. Tuscan, who put on a display for Deeside Trafalgar Night celebrations.

West Brom walk it to £1,130

An 85-mile sponsored walk by a team of West Bromwich members raised £1,130 for the Jimmy Savile Stoke Mandeville Appeal.

The walkers were Shipmates Malcolm Davis, Michael Kinnaird, Colin Lyness and John Whippy who were backed-up en route by Shipmates Barry Price and Stuart McClead. A raffle and variety concert have also been organised to raise more money.

From Durham more good news. Shipmate Albert Ironside, has solved the problem of "how to get together and enjoy each other's company." He found the answer by calling a meeting of branch secretaries from Hartlepool, Stockton, Newton Aycliffe and

Gateshead who together organised a cards, dominoes and crib competition on a home and away basis.

Climax was a regatta on the river Tees, organised by Stockton, with Durham winning the "Small Ships League" trophy.

No. 5 Area, now in their 45th year, had an attendance of 450 at their annual dinner. The guest of honour was Capt. Don Beadle, the new General Secretary, and his wife.

Cabaret

Celebrations were also held at Deeside with many visits from other branches, including members of the ship's company of H.M.S. Hubberston.

Trafalgar night was celebrated in fine style with a

display by the ship's company of T.S. Tuscan followed by a Ladies Section cabaret. The cast were led by Mrs. Nora Rainford as Lord Nelson, Mrs. Mona Jones as Lady Hamilton and Mrs. Trudy Trussell as Britannia.

BRANCH NEWS

Shipmates at Herts have been entertaining, too. They held a supper dance in October and members attended a Trafalgar Day parade organised by Hertford and Ware Sea Cadet Unit T.S. Dreadnought on October 19.

A buffet dance held by Welwyn Garden City raised £200 for the R.N.L.I. In the

past few months the branch has raised £200 each for the Pembroke House Ambulance Fund and the R.N. and R.M. Childrens Home at Waterlooville.

A change of venue for Peterborough who now rent a large room above the Ex-Servicemen's Club, New Road. The branch meets on the first and third Monday of each month at 7.30 p.m. and a warm welcome awaits visitors. Membership which is increasing steadily now stands at over 130 and an excellent spirit prevails.

The ship's company of H.M.S. Cardiff were guests of shipmates at Cardiff at Nero's Cabaret Club on October 27. Three hundred attended and an auction during the evening raised £80 for the ship's charity.

Sad to say, Waterlooville are in need of more new members.

In view of the large number of serving and ex-naval personnel living in the area, there is no excuse for such a small turn-out.

Bletchley shipmates held a charity night which raised £100 for the King George's Fund for Sailors. It was followed by a 1940s night presented by the Ladies Section, which raised an additional £65. There were also visits from Amersham and Chesham and visits from Stockton-on-Tees, Northampton, Princes Risborough, West Ham and Edgware at the branch annual dinner.

Tribute

Shipmates of Wallasey have received a marvellous tribute in their local parish magazine for raising £500 towards the redecoration of St John's Church. Considering that there are only 40 branch members and that the money was raised in record time, it was a great effort.

To prove they are still afloat, shipmates of Shrewsbury dressed in period costume to take part in a raft race and raise nearly £200 for the R.N.L.I.

October 24, marked Rugby's Trafalgar evening attended by the Mayor and Mayoress. A short memorial service was conducted by the branch chaplain which was followed by a dance and cabaret to help raise funds for the local Sea Cadets, the Central Charities Fund, the local Disabled Holiday Fund and St Luke's Hospital.

Guest of honour at Harwich Trafalgar Night dinner on October 18 was Rear-Admiral T. V. Puggs.

H.M.S. BULWARK ASSOCIATION

Now in second year, membership spread all over U.K. and abroad. The Association is open to all who served aboard H.M.S. BULWARK including Ship's company, embarked commandos and squadrons. For details contact Secretary, S.A.E. appreciated.

Ned Parkinson, 15 Ridgway Close, Paulsgrove, Portsmouth, PO6 4LT

CALLING OLD SHIPMATES

Mr. W. (Jock) Adams, ex-AB, 32 Linwood Drive, Leven, Fife, KY8 5AD, Scotland, would be pleased to hear from any of the ship's company of H.M.S. Elissa, Navy House, Catania, Sicily, Nov. 1943 to Sept. 1944.

Mr. Eric Smallshaw, ex-stoker/mech, 55 Mess Square, Eccles, Manchester, would appreciate news of old shipmates of H.M.S. Cardigan Bay 1947-50.

Mr. R. H. Jackson, ex-PO LTO, Acorn Farm Devitts Green, Old Arley, nr. Coventry, Warwickshire, would like to hear from survivors of 167 AC class or 68 St Vincent, 1938-39 vintage.

Mr. P. L. Green, Acacia House, 15 Acacia Grove, New Malden, Surrey, KT3 3BJ, telephone 01-942 2881, is anxious to get a copy of the 1936-37 St Vincent magazine.

Mr. George (Bogly) Knight, 5 Compton Close, Swindon, Wilts, would welcome news of old shipmates from H.M.S. Raleigh, 1946; H.M.S.

Anson, FT12 Portland; H.M.S. Jutland, D62, Fourth Destroyer Flotilla 1947-50, particularly Jim Monksfield of London and Tom (Butch) Butcher, also served in H.M.S. Wild Goose's Far East deployment in the 1950s.

Mr. Alf E. Higgs, ex-CPO Tel, 9a Belle Vue Crescent, Bournemouth, BH6 3BW, telephone 426098, wants to contact ex-Boy Tels, H.M.S. Impregnable, Devonport, 1910. In particular: Archie Bell, Jock Sinclair and Jan Tiddy.

Mr. H. N. Love, ex-CERA, 1936-58, 4 Luscombe Crescent, Kings Ash, Paignton, TQ3 3TW, Devon, sends best wishes to any old shipmates who remember him.

Mr. Geoff Holden, The Hawthorns, Hutton Sessay, Near Thirsk, North Yorks, telephone Hutton 08453-215, would appreciate news of old shipmates of the 72nd LCT Flotilla, in particular LCTs 1147, 1150, and 736, formed at Boston, Lincs, 1944, and disbanded Singapore 1946.

Mr. Walter H. Sheppard, 2 Tapping Close, 34 Park Road, Kingston-on-Thames, Surrey, KT2 6BW, who served in H.M.S. Hermes with 814 Squadron from 1939 to 1942 wants to know if there is a H.M.S. Hermes survivors association. Would also welcome news of old shipmates Bill Pudsey, Peter Brogan, Ronald Wright and of shipmates who served in H.M. ships, Nelson, Hereward, Ark Royal, Antelope, Belfast, Larne, Philoctetes and Lowestoft.

Mr. Jan Harding, Mount Victoria, Signal Station, Devonport, Auckland, New Zealand, wants to contact fellow communicators who served in H.M.S. Bermuda, 1950-52, or at Slangkop W/T, particularly Ken Marshall or Keith (Peggy) Neal.

Mr. Brian Diafrato, ex-steward of 7 Mess, H.M.S. Lynx, would like to get in touch with AB or LS Ken Dodds of 8 Mess, H.M.S. Lynx. Replies LCK John Clarke, R.M.B. Stonehouse, Plymouth.

Mr. K. A. (Nobby) Clark, ex-stoker first-class, 8 Avenue Road, Winchester, Hants, SO22 5AQ, wants to contact Joe Butcher and Harry Haydon who served with him in H.M.S. Hood, 1937-40.

Mr. E. Richardson, 24 Darwin Close, Nythe, Swindon, Wilts, who served during the Second World War as a leading telegraphist in 6 Mess, H.M.S. Intrepid, would like to contact Mr. George Mack or any other old shipmates.

Mr. Alan (Fletch) Fletcher, 18 Renown Road, Loddswood, Chatham, Kent, telephone 0634-64397, would be pleased to hear from any old

shipmates who served in H.M.S. Plover (1959-60) or the first commission of H.M.S. Walrus (1961-63), or any submariners who remember him.

Mr. P. J. Taylor, 57 South Hill Road, Gravesend, Kent, DA12 1JZ, who served as an AB in H.M.S. Vindictive, March 1940 to Feb. 1942, would like to contact the former commanding officer of the ship, Capt. John Heath.

Mr. Harold Willis, Apperton View, Bishampton, nr. Pershore, Worcs., would like to hear from any old shipmates who served in the cruiser H.M.S. Arethusa or R.N.B.S. 16 with a view to having a get-together.

Old Brilliants. Those who served in the previous H.M.S. Brilliant are invited to the commissioning in mid-May of the new Type 22 H.M.S. Brilliant. For details contact Lieut.-Cdr. (L) Peter Ward R.N. (retd.), 23, The Paddock, Gosport, Hants, PO12 3PZ, telephone Gosport 81302.

Mr. Sam Jones, survivor of H.M.S. King Orry at Dunkirk, wishes to contact fellow shipmates. Replies to Deeside Royal Navy Association, Chapel Street, Connahs Quay, Deeside, Clwyd.

Mr. Anthony M. Berry, 1,352 Humphreys Cres., Burlington, Ontario, Canada L7 P1K 9, ex-AB, H.M.S. Kenya 1949-51 Far East Commission who returned to the U.K. in H.M.S. Mauritius, would like to get in touch with his old shipmates, especially his oppo, Ted Monument of Beccles, Suffolk. He would also welcome any cap tallies of the Kenya or Mauritius or any old ship's photographs.

HELPING HAS ITS HAZARDS . . .

The life of a social worker is far more trying than many people realise — and the voluntary visitors of the Royal Naval Benevolent Trust do not escape the rough and tumble sometimes encountered when offering help . . .

One recent incident illustrates the point. It concerns one of the Trust's Portsmouth workers whose first

visit turned into a trial of endurance.

Following a request for help he arrived at a multi-storey block of flats where his first task was to clear away broken glass so that he could park his motor-cycle.

From there he tells the story in his own words: "When I knocked on the door a voice from within called: 'Come on inside, the door is open'.

"I entered and started down the hallway, then the door was

slammed shut and I found myself face to face with three large, hostile-looking types who asked: 'Right, chum! What's your game?'

£2,500 debts

"I was being pressed against the wall and was wondering what was going on. However, without a trace of fear (I like to think) I told them that I was from the R.N.B.T. and that

I was there following a request for help with rent arrears. The tension eased. 'Sorry, mate. Thought you was from the Bailiff's Office. Have a fag. Wanna cuppa coffee?'

"The request for assistance with rent arrears turned into a request for help with a two-year gas bill, about £2,500 in debts to mail order firms, two court cases and other minor things — even though the household income was about £130 a week and there was a cheque for

£900 in tax rebate.

"When I left the building, down came a bucketful of potato peelings, carrot tops, tea bags, etc., which missed me by inches. Feeling a little aggrieved, I rang the local secretary and asked him if it had all been an initiative test!"

Despite the secretary's reply, a firm friendship has developed between them, and that particular worker has since had a few more sticky cases to unravel.

Lift in the life of 'imprisoned' wife

For Navy wife Rita Ridden home is her prison and her living room is a cell. Rita, a 31-year-old mother of two, suffers from the paralysing disease multiple sclerosis and even

climbing the stairs unaided is beyond her.

Until recently her husband Michael's career as a POSA was threatened as her helplessness increased. The family's difficulties seemed insuperable — until

A MOTHER'S THANKS

This letter of thanks is an example of many received by the R.N.B.T.:

"May I thank you on behalf of my husband, self and children for your most generous grant. Our rent arrears are cleared and I have got the children well fitted with new clothes to face the coming winter. May God bless your organisation and people like you who give so much of your time to it."

a lift was brought to their lives thanks in no small measure to the Royal Naval Benevolent Trust.

The cost of increasing Rita's mobility in her Gosport home was estimated at £5,000 to cover various adaptations, including a chair lift for the stairs. The Environmental Health Department agreed to meet half the cost, but the work remained unstarted because the couple could not afford to make up the difference.

Then in July a social worker contacted the R.N.B.T. which took on the task of raising the outstanding £2,500. The Trust contributed £1,200 directly and

contacted the Multiple Sclerosis Society and SSAFA which chipped in with £700 and £250 respectively.

At the time of going to press £350 still had to be found, but hopes were high of obtaining an interest-free loan or another contribution. However, plans have been drawn up for the adaptions and work will start soon.

Bonus

And there's a bonus for Rita: While the R.N.B.T. was pulling out the stops to raise money for the adaptions, Gosport branch of the Royal Naval Association was coincidentally raising funds to buy two kerb-climber electric wheelchairs, costing more than £760 each.

The Trust was asked to nominate a recipient. The obvious choice was Rita, and she was presented with the chair at the R.N.A. Gosport branch headquarters on November 28. Now her mobility has increased even beyond the bounds of her home where she works doggedly to raise funds for fellow multi-

ple sclerosis sufferers by making dolls' clothes.

Michael, in a letter of thanks to the Trust, described the family's home as being "like D.Q.s" to his wife and added:

"In February the alterations will start, but my wife will shortly have a stairs lift and will be able to get up and down the

stairs with ease and dignity.

Next year she will be able to do most of the things she would like to do in the house, thanks to the R.N.B.T. who I am eternally thankful to.

"Some of us don't need help, but some of us do and it's nice to know that there is a guardian Jack around . . ."



POSA Michael Ridden with his wife, Rita, a multiple sclerosis sufferer whose life has been made easier by the intervention of the R.N.B.T.

NOW!

£8.296 a week

The size of R.N.B.T.'s present average weekly expenditure in grants and allowances

BY THE NAVY FOR THE NAVY

No appeals made to the public. R.N.B.T. relies on canteen rebate, voluntary donations, investment interest and legacies to carry on its important work.

Applications for assistance to the Grants Committee:
2a Tipner Road, Portsmouth, Hants, PO2 8QR
General inquiries to Head Office, High St.,
Brompton, Gillingham, Kent, ME7 5QZ

R.N.B.T. ANNUAL MEETING

'Slow-down' warning over spending rise

A warning that the Royal Naval Benevolent Trust may soon have to slow down its rate of expenditure was given at the trust's 58th annual meeting on October 31. With it came a call for more ships' charity work to be directed towards the R.N.B.T.

Although income was up by nine per cent. to £621,107, spending had risen by 23 per cent. to £518,522, said honorary treasurer Mr. G. Coulson, and from January it was expected that the R.N.B.T.'s investments would begin to feel the effects of the recession.

"Expenditure will continue to rise faster than income unless, fortuitously, there is a dramatic but unexpected increase in income from either the traditional sources of regular income or from some fresh source."

BRAKE

There was no immediate need to rush into action to reverse the swing violently. "Nonetheless, we may soon have to apply a brake here and there to make the best possible use of our current, limited, available funds." The trust had to try to strike the right balance between income and expenditure.

Only a small number of ships and establishments had made donations to the Trust from their welfare funds, said FCPO W. G. Gartell, chairman of the Devonport Local Committee. Ships' companies were doing wonderful work in raising large

sums for local and national charities, but it would be nice if the R.N.B.T. was remembered more often. Charity began at home.

CPO N. C. Hill, Chairman of the Portsmouth Local Committee, said applications

for help were increasing. During the year ended March 31, £316,917 had been allocated — a rise of £62,000. In six months up to September 31 expenditure was £56,000 up on the same period last year and vastly in excess of that predicted.

Chatham Chairman

Band C Sgt. John Cowdrey, pictured here, has taken over as chairman of the R.N.B.T.'s Chatham Local Committee and of the management committee of Pembroke House, the Trust's home for aged sailors and Royal Marines.

C Sgt. Cowdrey has been in Royal Marines bands since 1956 and was given the job of Welfare Senior N.C.O. for the Deal Depot in 1976. Two years later he was involved in relief work when floods devastated parts of Deal and last year was awarded the B.E.M. for his welfare work.

Representing his Local Committee for the first time



at the Trust's annual meeting, he reported that Pembroke House had been refurbished at a cost of £30,000.

TRIAL BY CAPSIZE

Manadon four keep lifeboat on the go

Four sub-lieutenants have invented a cheap and effective modification for certain lifeboats which are susceptible to engine-flooding while self-righting after a capsiz.

The four, Sub-Lieuts. Pat Tiller, John O'Connell-Davidson, George Radke and Tim Roberts, have just left the Royal Naval Engineering College, Manadon, where they were the first SD officers to complete the Marine Engineering (Submarine) Application Course.

VALIANT FRIENDS SWOP VISITS

Two groups of "Valiant" men met at Portsmouth when the nuclear-powered Fleet submarine H.M.S. Valiant came across her namesake — a continental ferry.

The Valiant's commanding officer, Cdr. Bill Organ, paid a courtesy call on Capt. Tony Shoplard, senior master of Townsend Thoresen's car ferry Viking Valiant which plies between Portsmouth and Le Havre.

INVITATION

Six senior ratings were also invited on board the ship and the Viking Valiant crew took the opportunity to find out what life is like in a submarine.

The Duke's four-day visit, which ended on November 3, was a welcome break for her sailors following a three-week spell underwater. Their hosts — Portsmouth City Council and the Flag Officer Portsmouth, Rear-Admiral Paul Bass — organised many diversions, including a "heritage" bus tour of the city and visits to the theatre, nightclubs and the greyhound stadium.

OLD TIES

Old ties with H.M.S. Dolphin were renewed, the submarine base playing hosts for several sporting and social events.

The Valiant organized a party for residents of three children's homes and during the stay welcomed on board city councillors, Reigate Grammar School Combined Cadet Force — which is affiliated to the vessel — a local Sea Cadet unit, trainees from Dolphin and several wives.

Their invention, wing tanks designed to trap water before it reaches the engines, were put to an unintentionally severe test in Devonport naval base last month — and passed with flying colours.

UPSIDE DOWN

The prototype-fitted Princess Alexandra of Kent, a 52ft. Barnett-class lifeboat, was overturned by crane, but failed to self-right. After nearly 12 minutes upside down, the boat was righted by crane — and her engines started easily.

Now the invention is likely to be adopted for about 20 of the Royal National Life-boat Institution's older Barnett and Watson-class boats. The prototype cost about £1,000, a saving of about £13,000 per boat over previously available equipment.



Pictured in the engine compartment of a lifeboat are the inventors from Manadon (left to right, back row): Sub-Lieut. Pat Tiller and Sub-Lieut. John O'Connell Davidson (front) Sub-Lieut. George Radke and Sub-Lieut. Tim Roberts.

Kirkliston takes over

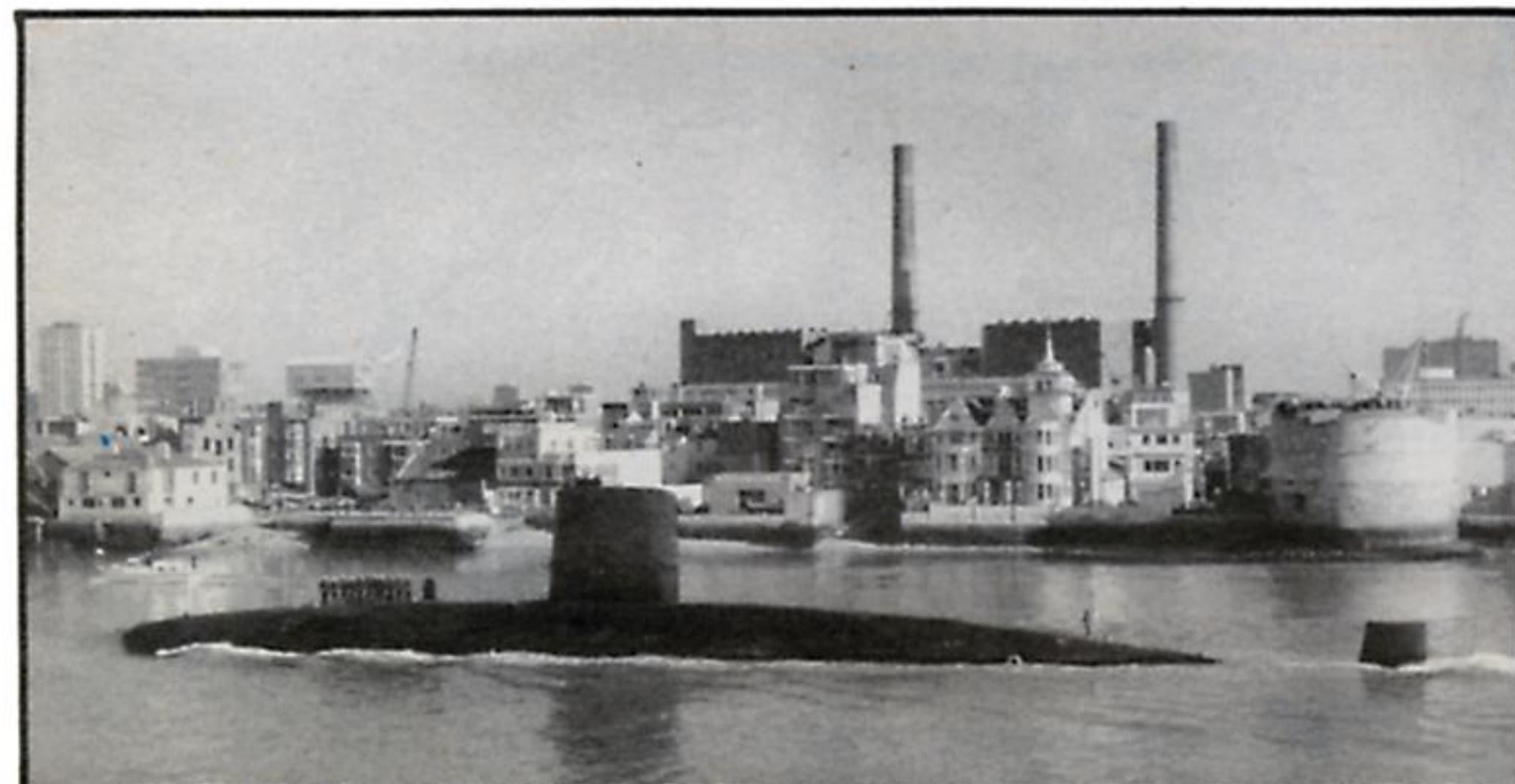
H.M.S. Kirkliston, which rededicated at Chatham in October after a seven-month refit, is to relieve H.M.S. Norton in the Standing Naval Force Channel, the multi-national NATO mine-sweeping force.

Her refit included the installation of new communications

Restored to its original Fleet Air Arm colours, this old Harvard aircraft is to go on display in the Fleet Air Arm Museum at R.N. air station Yeovilton. It was bought back from the Portuguese Air Force and resprayed in R.N. air station Culdrose's dope shop. A second Harvard is being restored to flying condition at Yeovilton and

will join the F.A.A. Historic Flight. Pictured with the shiny "new" Harvard at Culdrose are the dope shop team of (back) AEM(M) Jan Brokenshire; (front, left to right) LAEM(M) Dick Fagg, AEM(M) Andy Smith, Mr. Phil Musgrave, LAEM(M) Sweeps Broomhall and PO Bob Cowie.

Picture: LA(Phot) Chris North.



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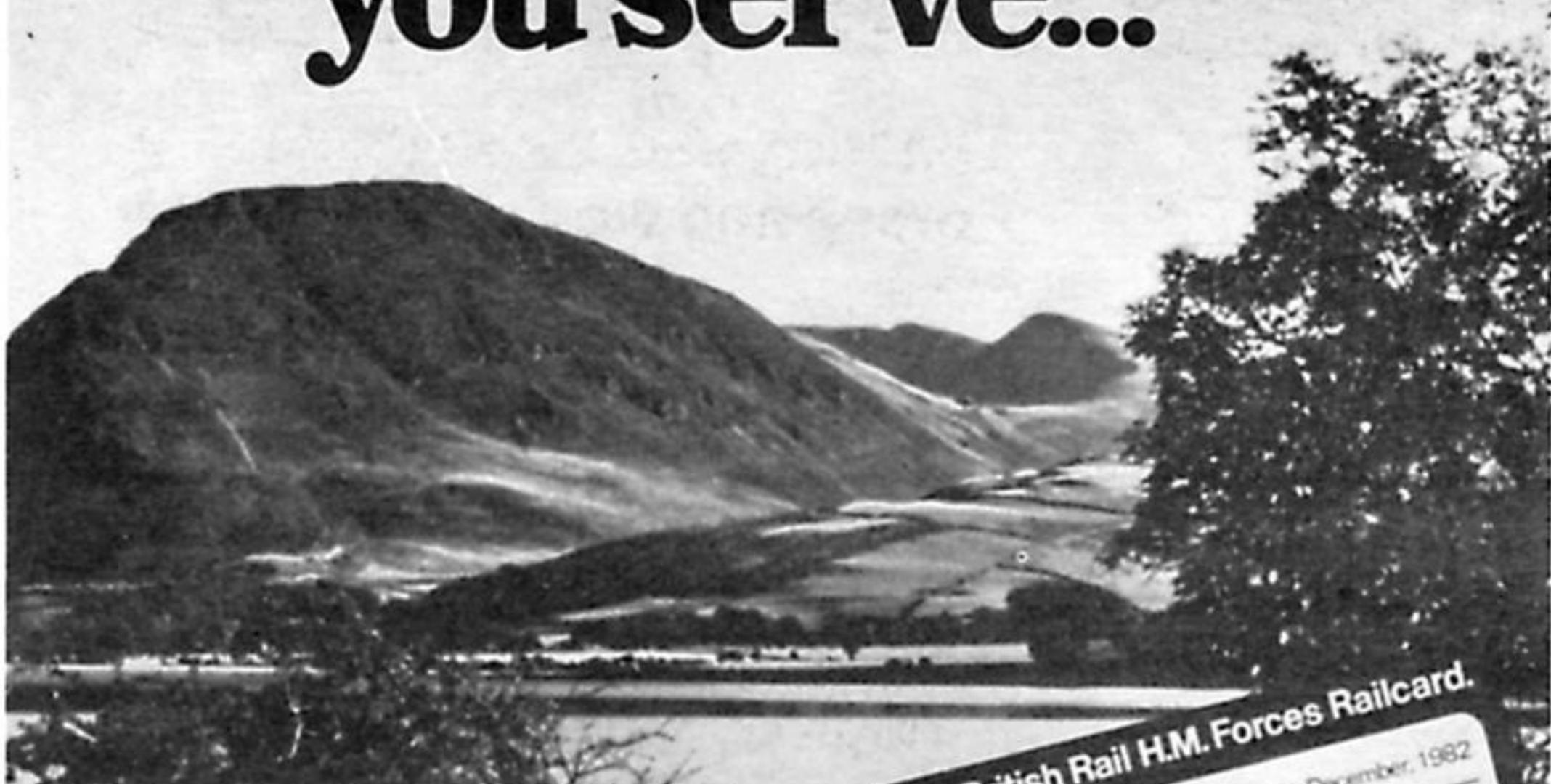


The Robert Taylor print of H.M.S. KELLY at £4.95 joins the H.M.S. ARK ROYAL print at £3.45 and the "LAST PHANTOM" at £2.20. Post and packing on up to any five prints is 50p.

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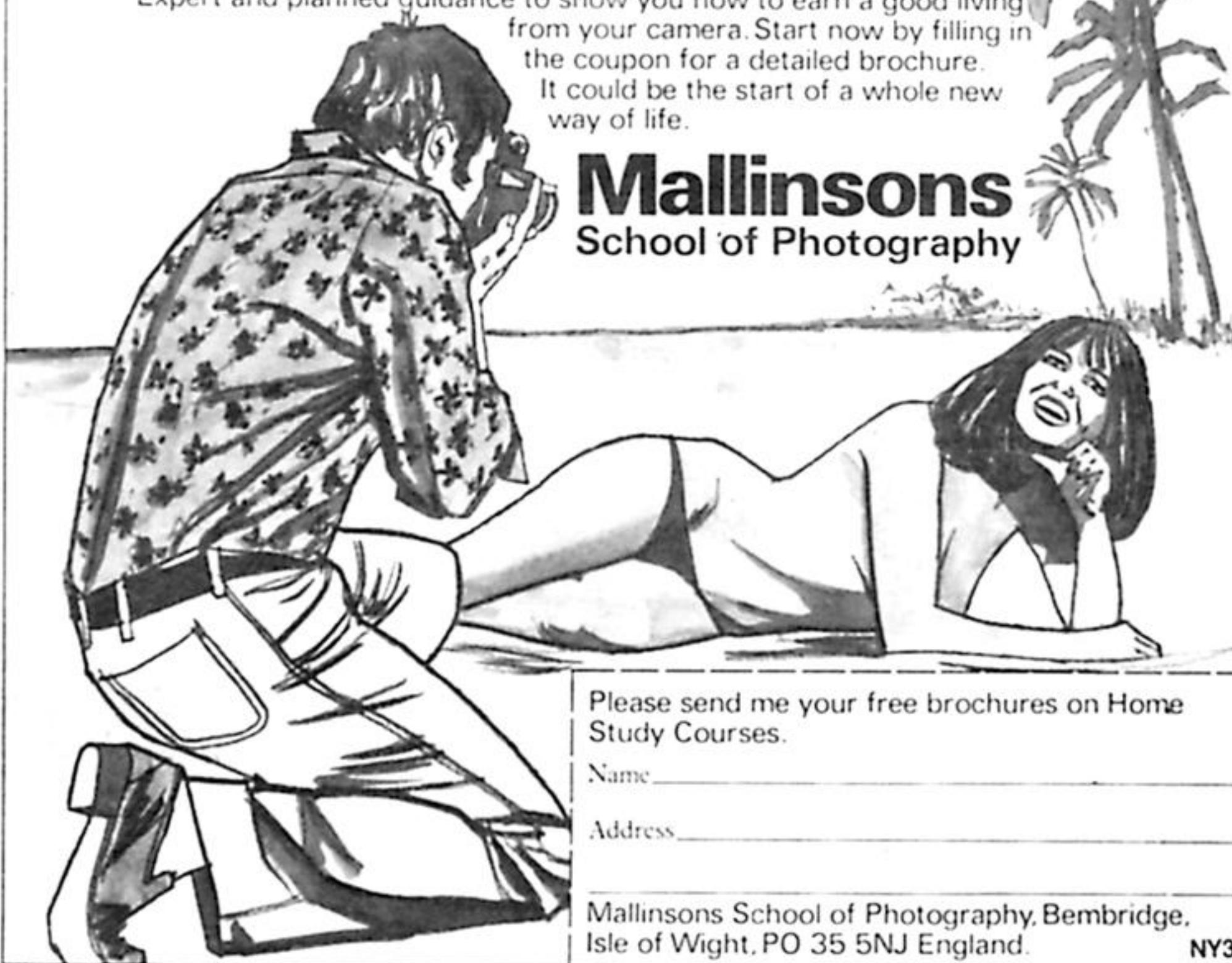
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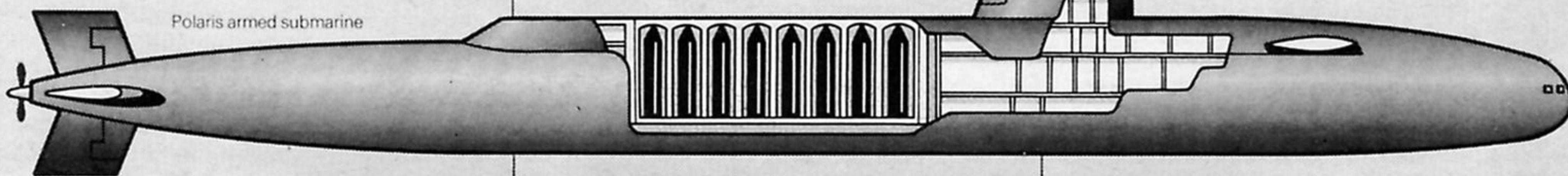
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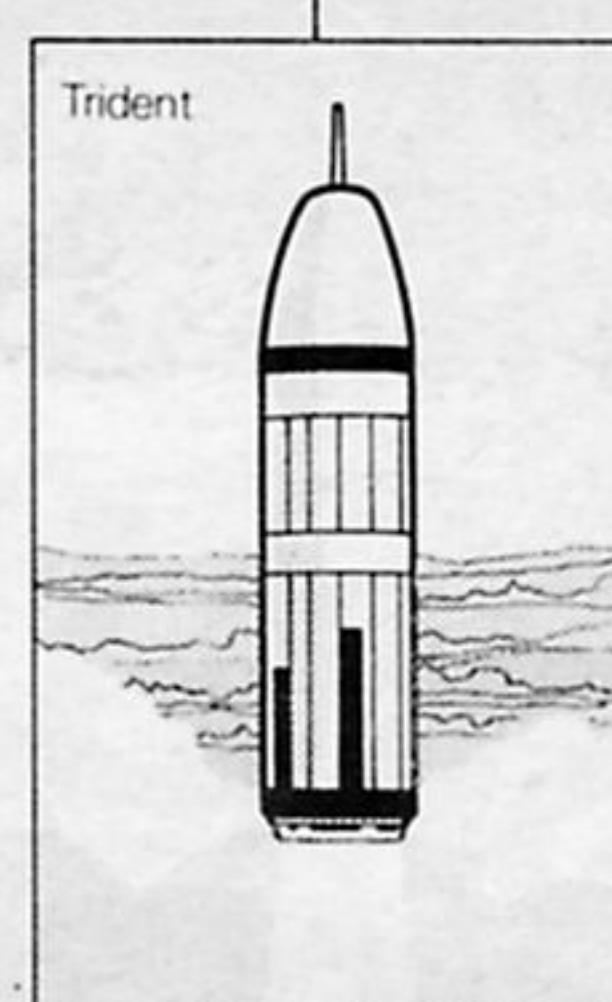


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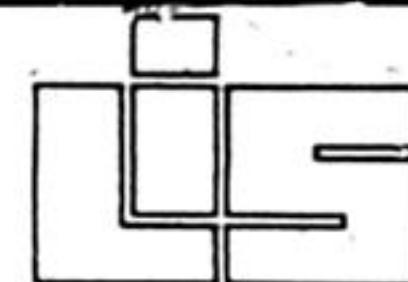
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Miss J. (26), single, 5ft. 6in., brown hair, brown eyes, Hayling Island, Hants.

Janet (41), divorced, 5ft. 2in., brown hair, blue eyes, Plymouth.

Mary (40), separated, 5ft. 3in., fair hair, blue eyes, Durham.

Pauline (18), single, 5ft. 4in., blonde hair, blue eyes, Poole, Dorset.

Lynn (33), divorced, brown hair, brown eyes, two children, Bristol.

Jacky (19), single, 5ft. 3in., auburn hair, blue eyes, Cinderford, Glos.

Carolyn (18), single, 5ft. 9in., brown hair, blue eyes, East Grinstead, Sussex.

Lorraine (24), single, 5ft. 9in., blonde hair, green eyes, Horley, Surrey.

Sofiah (20), single, 5ft. 3in., black hair, brown eyes, Perak, W. Malaysia.

Pamela (42), widow, 5ft. 5in., brown hair, brown eyes, Walsall, Staffs.

Irene (32), divorced, 5ft. 5in., brown hair, green eyes, two sons, Fraserburgh.

Mary (52), divorced, 5ft. 2in., blonde hair, blue eyes, Bristol.

Doreen (37), divorced, 5ft. 2in., blonde hair, blue eyes, two children, Liversedge, Yorks.

Ellen (15), 5ft. 4in., brown hair, brown eyes, Doncaster, Yorks.

Karen (17), single, 5ft. 6in., auburn hair, hazel eyes, Reading, Berks.

Reesy (17), single, 5ft. 4in., brown hair, hazel eyes, Reading, Berks.

Kathy (50), widow, 5ft. 4in., brown hair, brown eyes, Plymouth.

Kath (37), divorced, 5ft. 1in., dark hair, three sons, Stockport.

Andrew (15), 5ft. 5in., brown hair, green eyes, Barnsley, Yorks.

Jane (17), single, 5ft. 4in., chestnut hair, blue-grey eyes, Swindon, Wilts.

Jacky (17), single, brown hair, blue eyes, Sheerness, Kent.

Margaret (20), single, 5ft. 1in., ginger hair, brown eyes, Gloucester.

Terri (22), single, 5ft. 4in., black hair, hazel eyes, Walthamstow, London.

Sue (22), single, 5ft. 8in., brown hair, blue eyes, South Harrow, Mddx.

Linda (17), single, 5ft. 9in., brown hair, green eyes, Great Hampden, Bucks.

Ann (17), single, 5ft. 5in., dark hair, green eyes, Crewe, Cheshire.

Terina (23), single, 5ft. 7in., blue eyes, Sherborne, Dorset.

Bev (21), single, 5ft. 5in., brown hair, brown eyes, Hertford, Herts.

Ann (20), single, 5ft. 4in., brown hair, green eyes, Port Talbot, Glam.

Deryn (22), single, 5ft. 6in., brown hair, blue eyes, Liverpool.

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Janet (25), single, 5ft. 5in., fair hair, blue eyes, Basildon, Essex.

Elizabeth (22), single, 5ft. 4in., blonde hair, blue eyes, one son (6), Gillingham, Kent.

Dawn (16), 5ft. 6in., brown hair, green eyes, Southall, Mddx.

Caroline (28), single, 5ft. 4in., dark hair, hazel eyes, Bristol.

Isabel (39), widow, 5ft. 4in., ginger hair, blue eyes, Clydebank, Dunbartonshire.

Christine (37), widow, 5ft. 10in., brown hair, brown eyes, one son (8), Dewsbury, Yorks.

Shirley (33), divorced, brown hair, brown eyes, Brampton, Cumbria.

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Marie (30), divorced, 5ft. 4in., brown hair, blue eyes, two sons, Barrow-in-Furness.

Nicola (27), divorced, 4ft. 10in., brown hair, brown eyes, two daughters, Barrow-in-Furness, Cumbria.

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Linda (29), single, 5ft. 3in., brown hair, green eyes, Coventry.

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Janice (18), single, 5ft. 6in., blonde hair, brown eyes, Orpington, Kent.

Sharon (28), divorced, brown hair, blue eyes, three children, Havant, Hants.

Angela (32), single, 5ft. 6in., brown hair, brown eyes, Exeter, Devon.

Stephanie (21), divorced, 5ft. 2in., brown hair, hazel eyes, two children, Havant, Hants.

Odette (28), divorced, 5ft. 7in., brown hair, brown eyes, Aylesbury, Bucks.

Sue (16), 5ft. 4in., brown hair, blue eyes, Eltham, London.

Janet (18), single, 5ft. 4in., fair hair, blue-green eyes, Belfast.

Elaine (19), single, 5ft. 6in., brown hair, blue eyes, Horley, Surrey.

Pauline (18), single, 5ft. 2in., brown hair, Arbroath, Angus.

Debbie (16), 5ft. 8in., brown hair, brown eyes, Woolwich, London.

Tracey (16), 5ft. 6in., brown hair, green eyes, Exeter, Devon.

Joan (15), 5ft. 3in., brown hair, hazel eyes, Merritt Island, Florida, U.S.A.

Anne (43), divorced, 5ft. 1in., dark hair, blue eyes, Midlothian.

Ann (23), single, 5ft. 2in., brown hair, brown eyes, Didcot, Oxon.

Niki (29), divorced, 5ft. 3in., brown hair, hazel eyes, Plymouth, Devon.

Bernadette (27), single, 5ft. 4in., brown hair, hazel eyes, Birkenhead, Wirral.

Barbara (25), single, 5ft. 3in., dark hair, green eyes, Havant, Hants.

Kathryn (16), brown hair, blue eyes, Coventry.

Dawn (17), single, 5ft., brown hair, brown eyes, Eastleigh, Hants.

Gladys (23), single, 5ft. 2in., brown hair, green eyes, Cheff, Tayside.

Maria (17), single, 5ft., dark hair, blue eyes, Nottingham.

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CATCH UP ON YOUR COMMAND

Navy golf hibernates in the winter so there is time to catch up on 1980 Command golf events, writes John Weekes.

Rightfully coming first after their match play championships victory is Scotland. Lieut. Peter Hannan reports that their Command championships took place in July at Whitecraigs Golf Course. The winner was LWTR Eddie Comerford after a count-back from CPO David Brecken with Peter Hannan third.

The result might have been very different if David had avoided two sixes in the last four holes or Peter had not run up an eight on the 15th. They all come from H.M.S. Cochrane, so it wasn't surprising that that establishment won both gross and net team prizes.

H.M.S. Neptune won the team stableford with Lieut. Bob Humphries being the individual winner on 40 points (the burglar!).

N.A.C. WIN

Lieut.-Cdr. Peter Howell, Naval Air Command secretary, reports that N.A.C. (South) golfers took on R.A.F. Strike Command (South) and the Army Pay Corps (Middle Wallop) in their annual three cornered match for the Gazelle Trophy, a beautiful prize provided by West-

GOLF

lands Helicopters Ltd. Naval Air Command team were the winners for the first time, the three previous years having gone to the R.A.F.

N.A.C. golfers trekked north for their championships to the Western Gailes Golf Club, a superb links course on the west coast of Scotland and one of the pre-qualifying courses for the 1982 Open.

Lieut. Alan Bray won the stableford singles with 36 points and CPOs Mick Davies and Sam Cochrane took the stableford foursomes. Cdr. Ron McLean's vast experience of top class golf came to the fore as he scored a 79 to retain the scratch trophy. What was more, he also won the handicap trophy. Lieut. Alan Bray was the runner-up, with Lieut. Ian Yuill in third place.

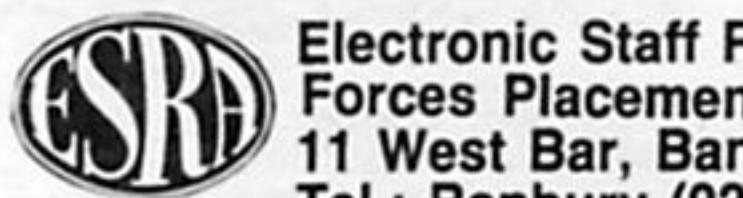
The Chairman's Prize for the best handicap round of the afternoon went to Lieut. Adrian Thomas, and in the team events H.M.S. Osprey won both the Fulmar and Jackdaw cups for the scratch and handicap events.

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Nelson set for double

H.M.S. Nelson's dream of a unique hat trick of Navy Cup wins ended with a 10-6 defeat by H.M.S. Daedalus in the area final of the rugby competition. But the Portsmouth barracks are still on course for an impressive double.

Having already won the Navy Cup soccer competition, Nelson have now reached the final of the hockey, due to be played at Burnaby Road, Portsmouth, on December 10.

Nelson, who have won the hockey Navy Cup for the last two seasons, clinched a third successive final by beating H.M.S. Neptune 1-0 in Scotland. The team they will meet at Burnaby Road is RNEC Manadon, who defeated H.M.S. Osprey 7-6 after extra time and penalties.

First blood to the Navy

The first table tennis fixture between the Royal Navy and the Royal Air Force resulted in a very exciting 6-4 win for the Navy.

There was revenge for the R.A.F., however, in a B team match which the airmen won 9-1.

Played in H.M.S. Heron, the fixture produced a high standard of competition and many long rallies. CPO Ernie Brown (H.M.S. Heron), the most experienced member of the team, took 25 minutes to win the opening set, and was followed by AEM Jens Andersen (H.M.S. Daedalus), who played some very exciting shots to beat the R.A.F. number three.

After the R.A.F. had levelled the match at 2-2, Andersen

returned to the table to beat their number one player.

Lieut. Trevor Ward (H.M.S. Heron) lost narrowly to the R.A.F. number two, but later beat the number three to put the

TABLE TENNIS

Navy in an unbeatable position. This victory, with Navy champion Brown's win over the R.A.F. champion, and another exciting display from Andersen, gave the Navy a 6-3 lead, which Brown and Andersen could not improve in the final doubles.

LA Dave Morris (H.M.S. Heron) was the only naval winner in the B match.

SPORT

Air nip in on goal average

Naval Air Command won the Inter-Command hockey title by the skin of their teeth at H.M.S. Pembroke last month. They finished level with the defending champions, the Royal Marines, but were awarded the championship on goal average.

Medway were perhaps the unluckiest of the teams. They won their first three games and looked well placed to take the title. But their average age of 34 obviously caught up with them, and they were defeated 2-1 by the Royals after taking an early lead.

Air were probably the best prepared of the teams. They were led by former Navy player Lieut. Ted Bolton and included Navy striker Sub-Lieut. Andy Gregory.

The final places were—1, Air, 7; 2, R.M., 7; 3, Medway, 6; Portsmouth, 6; 5, Scotland, 2; 6, Plymouth, 2.

By winning the tournament, Air now represent the Navy in the Inter-Service unit play-off at Aldershot on December 14. The winner of that tournament goes on to play in the prestigious Rank Zerox national inter-club competition.

The Royal Navy, incidentally, are waiting to hear who they meet on February 1 in the first round of the inter-counties championship—the Navy's reward for winning the Inter-Service crown in April.

HOCKEY

The Inter-Command indoor hockey tournament held in H.M.S. Nelson last month was won by Plymouth.

Plymouth's 5-4 win over Medway in the final was largely due to an outstanding display by the Plymouth goalkeeper, Welsh international Lieut. Lages. Plymouth, who won the competition last year, were led by PO Keal, a member of the England indoor selection committee.

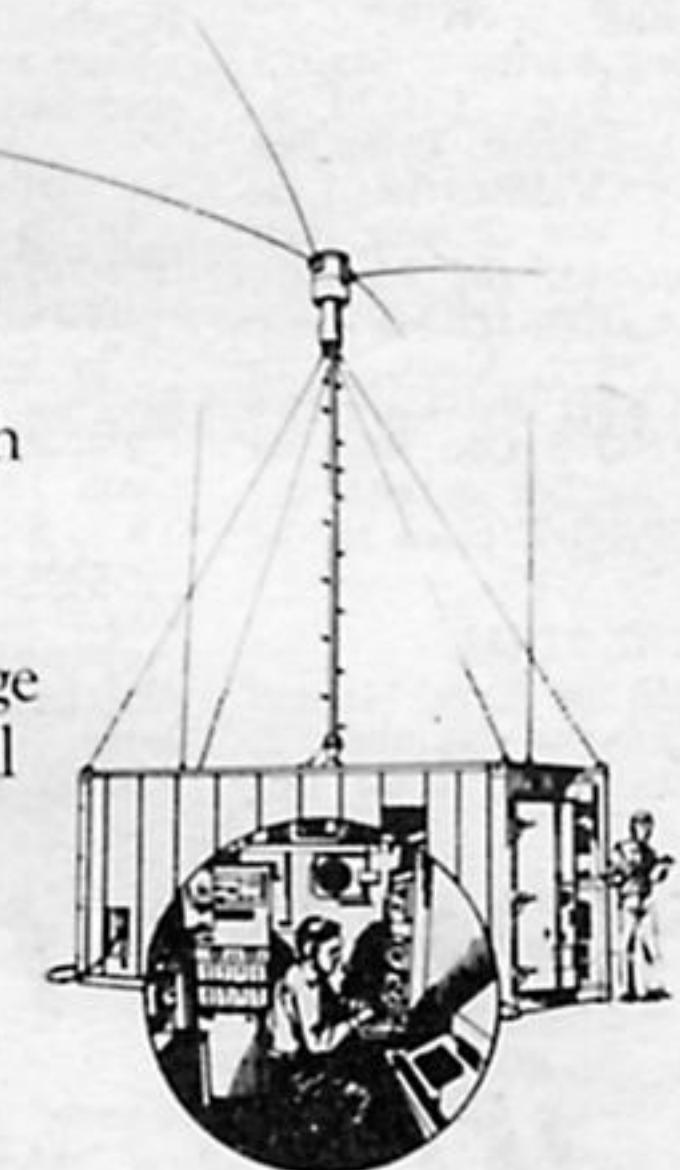
Daedalus's trophy

H.M.S. Daedalus has again won the H.M.S. Daedalus Trophy for winning the Division II championship of the Gosport Rifle League. The trophy was presented by the station to the Gosport and District Rifle Association in 1947, and has been won by Daedalus ten times.

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SPORT

Fleet hard pushed to hold title

In the closest Inter-Command squash championships for years a strong Fleet team retained their title, defeating the Royal Marines in an exciting final in which the result was in doubt until the last match.

Once again the fine sports centre at CTCRM provided the venue for two days of highly competitive squash and it is pleasing to relate that in spite of the closeness of many of the matches the standard of sportsmanship throughout the championships was excellent.

With all seven commands competing, it was necessary to run the competition on a knock-out basis instead of the normal league system, and the four teams contesting the semi-finals were Fleet, Portsmouth, Royal Marines and Air.

In the first semi-final, Fleet gained their anticipated win, but Air, the favourites to meet them in the final, found themselves involved in a very close match against the Royal Marines in the other semi-final.

Air's strong pairing of Mech 1 Geoff Huggins (H.M.S. Daedalus) and Lieut. Peter Des Clays (RNAS Yeovilton) at Numbers 1 and 2 won their matches but, for the Marines, Major Mike Dore (HQ 3 Commando Brigade), Capt. John Lewis (CTCRM) and Cpl Gary Batchelor (HQ 3 Cdo Bde) all won their matches to give the Marines their first place in the final for many years.

THE FINAL

In the final the Royal Marines were without the Number 2, Capt. Brian Gibbs (Cdo Log

SQUASH

Regt), but they still managed to hold the result open until the last match.

For Fleet, Sub-Lieut. Irvine Pratley (H.M.S. Fearless) and Lieut.-Cdr. Philip Pool (H.M.S. Broadsword), the first and second strings, overcame Sgt. Peter Best (CTCRM) and Dore before the Marines struck back with Batchelor and Capt. Mike Samuelson (Cdo Log Regt) winning at 4 and 5 against Surg.-Cdr. Gordon Rudge (RNH Gibraltar) and Sub-Lieut. Mike Richardson (H.M.S. Rothesay).

In the decider Lewis could not quite hold the much improved LRO Clive Bell (H.M.S. Berwick), who ran out a 3-0 winner to give Fleet their second successive championship win.

SCOTTISH PLATE

In the plate competition for the first round losers, Scotland surprised themselves with some strong performances defeating Medway in the semi-final and Plymouth in the final to take them to a well-deserved win. They were helped in all their matches by a very fit and in-form MECH1 Sean Power (H.M.S. Neptune) who won all his matches without dropping a game.

After their successful start to

the season reported in the last issue the Navy team have had a more mixed series of results this month, losing two of their Cumberland Cup matches (Enfield SRC and City Squash) and also going down (4-1) to a strong Cambridge University side.

However, wins have been recorded against Barclays Bank (5-0), King Georges Park (5-0) and St. Thomas' Hospital (3-2), and the Navy will probably be placed second in the league at the half-way stage.

With Philip Pool now back in the U.K., and the Navy champion, Lieut.-Cdr. Robin Bawtree (H.M.S. Galatea), due back shortly, there is every chance of the Navy team taking over at the top of the league in the New Year.

MELLION WIN

The Navy were invited for the first time to compete in the annual St Mellion Invitation tournament held at the exclusive Golf and Country Club in Cornwall — and won.

Eight teams, each of three men and two women, took part, with the Navy represented by CPO Pat Beaton (H.M.S. Temeraire), LRO Clive Bell, Maj. Mike Dore, Cpl Gary Batchelor (R.M.), LWPT Sue Oldman (Yeovilton) and Third Officer Sue Murch.

The Navy beat Bude 4-1 in the first round and repeated that scoreline against a strong Truro side in the semi-finals. Sue Oldman had a straight games win over the Cornwall Number 1 woman in this match.

TOUGH FINAL

The Navy's opponents in the final were Squash Plymouth, who have won the tournament for the last four years. The two WRNS members of the team both won their games, but Bell and Batchelor lost to leave the result hinged on Pat Beaton's match against Devon Under-19 player Andy Watson.

Beaton won in the fifth 9-7 after being 6-1 down in what proved the best match of the competition.

Qualified sailors!

Lieut.-Cdr. Mike Holmes, who is stationed at Plymouth, and Mark Gatehouse of Exmouth, have successfully completed their 1,000-mile qualification cruise for next year's Observer two-man transatlantic race.

They took 14 days to sail their 30ft. trimaran, Mark One Tool Hire, a total of 1,600 miles.

MARATHON

2:42.27); Cpl. Dave Needham (362, 2:47.21); CPO Phil Shave (3:04.0).

Good news for Navy distance running is the return of Lieut.-Cdr. Rees Ward, the Scottish international. In his first serious competition since returning from sea, he won the Devon road racing championships, an event in which other Navy athletes also did well.

Sgt. Chris Hazelwood (R.M.) was fifth and Keith Cawley was ninth.

CAEN RACE

CPO Cawley, running for Devon, was 24th in an international cross-country race at Caen in France. Devon were second in the club and county section over a 10,000 metres course.

In the women's race over 2,500 metres, Navy champion POWren Shirley Hawkswood (BRNC Dartmouth) finished fifth for the winning Devon team.

SPORTS FIXTURES

DECEMBER

- 1 — Boxing: CSBA v US Marine Corps (London).
- 2 — Football: RN v Bognor Regis FC 1930 (Bognor).
- 3 — Football: RN v Middlesbrough FC (Middlesbrough).
- 3-5 — Hockey: CSA (Indoor) championships (RAF Innsworth).
- 6 — Basketball: RN v Bristol KBL (Bristol); Fencing: RN v Guildford (Portsmouth); Hockey: RN(W) v Southampton (Southampton).
- 6-7 — Netball: RN(W) v Golden Lions (Crawley); Table Tennis: RN(W) v Guildford (Portsmouth); Kayak: RN USK 1 (S. Wales).

O'Driscoll retains title

LSTD John O'Driscoll retained his Royal Navy bantamweight title at H.M.S. Nelson on November 27 in as hard a scrap as he is likely to have all season.

He survived a cut forehead and intense pressure to earn a unanimous points decision over SEA Paul Evans, the former Western Counties champion.

MNE Terry Marsh, the ABA

champion, retained his welterweight title at the expense of fellow Royal Marine Dennis Roberts, the Navy's Intermediate champion two years ago.

Another former junior champion, MEM Ned Rawlins, came unstuck at heavyweight against LSA Roy Greenacre, who was winning his fifth Navy crown in six years.

England lightwelterweight AB Wayne Green earned his sixth

Navy championship on a walkover, and AB Cliff Storey, also in the England squad, took his Navy title collection to four on another walkover.

Full details were:

R.N. BOXING CHAMPIONSHIPS (OPEN)

Flyweight — AB Cliff Storey (H.M.S. Nelson), walkover.

Bantamweight — LSTD John O'Driscoll (H.M.S. Nelson) bt SEA Paul Evans, (H.M.S. Vernon), pts u.

Featherweight — AB Micky Norford (H.M.S. Excellent), walkover.

Lightweight — MNE Steve Taylor (45 CDO) bt LPT Ian Dempster (H.M.S. Raleigh) pts u.

Light-welterweight — AB Wayne Green (H.M.S. Drake), walkover.

Welterweight — M.E. Terry Marsh (41 CDO) bt MNE Dennis Roberts (H.M.S. Danae), pts u.

Light-middleweight — RO1 Mervyn Lescott (H.M.S. Achilles) bt LPT Paul Driver (H.M.S. Dido), rsc 2.

Middleweight — SEA Brian Schumacher (H.M.S. Vernon), walkover.

Light-heavyweight — LSTD Trevor Hopkinson (H.M.S. Hermes), walkover.

Heavyweight — LSA Roy Greenacre (H.M.S. Dolphin) bt MEM Ned Rawlins (H.M.S. Nelson), rsc 2.

INTERMEDIATE

Flyweight — WEA/A Head (H.M.S. Collingwood) bt CK J. Harvey (BRNC), rsc 1.

Bantamweight — CK D. Pope (H.M.S. Cleopatra), walkover.

Featherweight — LWTR G. Bowles (H.M.S. Drake), walkover.

Lightweight — MNE M. Murphy (R.M. Poole), bt CK I. Bromfield (H.M.S. Cambridge), pts u.

Light-welterweight — MNE H. Jones (45 CDO) bt NAM Terry Dees (H.M.S. Daedalus), pts u.

Welterweight — MNE J. Thomas (40 CDO) bt WEA 3 F. Pitman (H.M.S. Collingwood), pts m.

Light-middleweight — WEM J. Murphy (H.M.S. Dryad) bt LS L. Thorne (H.M.S. Dryad), pts u.

Middleweight — WEA P. Pugh (H.M.S. Collingwood) bt LRE Eddie Comer (H.M.S. Arrow), pts m.

Light-heavyweight — MNE S. Spiers (45 CDO) bt JMEN N. Linton (H.M.S. Glasgow), pts m.

Heavyweight — LCK C. Thompson (H.M.S. Hermes) bt WEA B. Harry (H.M.S. Minerva), pts u.

Intermediate team championship — 1. Portsmouth and Plymouth Commands (both 17 points); 2. R.M. (16); 4. Air (2); 5. Medway (1).



Head to head combat as LSTD John O'Driscoll (left) and SEA Paul Evans contest the Navy bantamweight final. O'Driscoll won a hard fight on points.

Picture: LA (Phot) Vince Richards

CRICKET

Rooke stars leave

H.M.S. Rooke reports that eight of her star cricketers will have left the Rock before the start of next season (Drafty please note!), which could be a busy one.

Last summer the Royal Navy was second to the U.K. Club in the Gibraltar Senior League, and H.M.S. Rooke were runners-up in the Minor Units League.

Lieut.-Cdr. Trevor Bowmer, CPO Alan Thornton, PO Jim McKay and LWEM Richard Allatt turned out regularly for Combined Services against touring sides, which included Strike Command, Byfleet C.C., the Royal Corps of Transport, Barclays Bank C.C. and the Pioneers.

HIGHLIGHT

A highlight of the season was the R.N./R.A.F. XI's 40-over win against a Pioneers team including three players with first class experience.

In the Inter-Service tournament, each side won one game with the R.A.F. taking first place by virtue of a faster scoring rate. The R.N., who beat the R.A.F., finished up with the wooden spoon!

In three "Test" matches between Combined Services and the Gibraltar Cricket Association, Alan Thornton starred with one century and a series average of 92.

SECOND TRIUMPH

On the domestic front, the Navy squad followed its win over Midland Counties with an 8-1 demolition of North-East Counties at Whitley Bay, and a 5-3 win over Western Counties at Bath.

In the Whitley Bay match, Brian Schumacher beat Scottish international Bobby Black, and SEA Paul Evans (H.M.S. Vernon) defeated area champion John Rushworth.

Other Navy winners were SEA Stuart Gill (Diomedes), LS Ian Matthews (H.M.S. Birmingham), AB Kevin Hay (H.M.S. Norfolk), MNE Dennis Roberts (H.M.S. Danae), MEM Ned Rawlins (H.M.S. Fife) and LSTD Trevor Hopkinson (H.M.S. Hermes).

BOXING

Navy bantamweight champion LSTD John O'Driscoll lost on this bill in his first outing of the season, but was in better form to win against Western Counties at Bath.

INSIDE DISTANCE

Rawlins won inside the distance, again, and there were also wins for Roberts, Hopkinson and LPT Paul Driver. MNE Steve Taylor (Comacchio Coy) lost a split decision, and there were defeats, too, for RO1s Mervyn Lescott (H.M.S. Achilles) and Yorkie Cowban (Comacchio Whitehall).

At NABC level, Stuart Gill is through to the last eight of the national boys' competition. A harsh split decision appeared to have robbed MEM Norman Linton (H.M.S. Glasgow) of making similar impressive progress.

The Royal Navy Novice championships in H.M.S. Drake were won overwhelmingly by the Royal Marines, who entered a well balanced and well trained team.

Details of the finals were:

R.N. NOVICE CHAMPIONSHIPS

Flyweight — WEA/A Head (Portsmouth) bt STD M. Herring (Air), ftbc 3; **bantamweight** — JMNE J. Baxter (R.M.) bt NA G. Basson (Portsmouth), rsc 3; **featherweight** — MNE A. Hallahan (R.M.) bt LWTR G. Bowles (Plymouth), rsc 2; **lightweight** — CK I. Bromfield (Plymouth) bt MNE M. Murphy (R.M.), pts (u); **middleweight** — AB P. Hall (H.M.S. Birmingham) wo; CA R. Jashek (H.M.S. Cardiff), med; **light-middleweight** — MNE H. Jones (R.M.) bt LAEM A. Walker (Air), rsc 2; **welterweight** — MNE J. Thomas (R.M.) bt MNE A. Henry (R.M.), rsc 1; **light-heavyweight** — MNE K. Caradine (R.M.) bt MNE A. Walker (R.M.), pts (u); **heavyweight** — JMEN N. Linton (H.M.S. Glasgow) bt LCK C. Thompson (Plymouth), pts (u).

Team result — 1. R.M., 25 points; 2. Plymouth, 14; 3. Fleet, 12; 4. Portsmouth and Naval Air Command, 7; 6. Scotland and Medway, 1.

NAVY PAIR WIN FOR ENGLAND

AB Wayne Green and SEA Brian Schumacher did their country proud during England's two George Wimpey-sponsored international boxing matches against Kenya last month.

BOXING

- 13 — Football: Round 2 FA County Youth Cup.
- 13-14 — Kayak: R. Tees 2 (Yorks).
- 14 — Cycling: RN v Dursley RC (Gloucester); Badminton: RN v Berkshire.
- 16 — Football: RN v Portsmouth FC 1100 (Portsmouth); Hockey: RN(W) v Havant (Havant).
- 10 — Football: RN v British Fire Service (Portsmouth).
- 10-11 — Squash: RN Ratings Tournament (Portsmouth).
- 11 — Boxing: RN v North Wales (Llandudno).
- 12-14 — Modern Pentathlon: RN v Herts Nomads Pentathlon (Walton).
- 13 — Football: Round 2 FA County Youth Cup.
- 13-14 — Kayak: R. Tees 2 (Yorks).
- 14 — Cycling: RN v Dursley RC (Gloucester); Badminton: RN v Berkshire.
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- 13-14 — Kayak: R. Tees 2 (Yorks).
- 14 — Cycling: RN v Dursley RC (Gloucester); Badminton: RN v Berkshire.
- 16 — Football: RN v

Chlorine ends record bid

SWIMMING

The Royal Navy's bid to break the 24-hour endurance swimming record at Leicester came to a sad end with the team well ahead of schedule and in sight of a new world distance record.

On medical advice the five-man R.N. team was pulled out of the water after 14 hours because the high chlorine level in the water was starting to cause painful chest problems for the swimmers.

At that point the Navy team — Surgeon Lieut.-Cdr. Alex Wilson Mills (Greenwich), Sub-Lieut. Dave Edwards (Birmingham University), MNE Ian Stoughton (H.M.S. Warrior), AB Gary Thomas (H.M.S. Sultan) and LPT Mickey Flaherty (H.M.S. Eskimo) — had passed

the 54-mile mark, 24 lengths ahead of schedule to set a new record of 90 miles.

All the swimmers were finding it difficult to breath and eat when they were reluctantly pulled out of the water. An Army team had succumbed to the chlorine after about ten hours.

The record attempt was sponsored by Leicester City Council and attended by medical researchers studying reaction in sportsmen to stress.

Happily, all five Navy swimmers recovered quickly from the ordeal.

As Navy News was going to press, an 18-strong swimming and water polo team was starting a five-day visit to West Germany. Accommodated by the Army, the swimmers were paying their own way to fixtures against the British Army of the Rhine and Brackweda, one of West Germany's top water polo sides.

Surgeon Lieut.-Cdr. Wilson Mills picked up five gold medals at the annual Masters event in London. His efforts helped a weakened Navy team finish a close second to the Otters club.

Collingwood keeps the cup

H.M.S. Collingwood retained the R.N.F.A. Youth Cup with a 2-0 win over H.M.S. Caledonia at Victory Stadium, Portsmouth. It was the sixth time Collingwood have won the trophy since the competition started in 1968, writes Jack Sheppard.

Collingwood reached the final with a semi-final win over H.M.S. Mercury, while Caledonia ended H.M.S. Fisgard's chance of glory.

Man of the match was Collingwood's Andy Williams, who gradually took control in midfield and scored the first goal. He also created the second with a beautifully judged lob from deep in defence that left the goalkeeper stranded yards out of his goal.

At senior level, 44 players were called up for the Navy trials, which ended with a hectic three games in two days. LAM Keith Mahon (Yeovilton) and PO Brigham Young (H.M.S. London) scored the goals that defeated Fareham Town reserves, and the following day a different team worked hard against a young Saints side.

OUTSTANDING

CPO Micky Patterson (H.M.S. Temeraire) was excellent in goal while LPT Mark Williams (H.M.S. Arrow), benefitting from a season in Scottish League football, had an outstanding game and scored twice. Southampton got one back.

That evening a third team travelled to Eastbourne to play the Sussex F.A. Intermediate XI and were beaten by two goals in the last 15 minutes.

Included in the squad against Waterloo were newcomers MEM Jock Reilly (H.M.S. Cochrane), App Dave Corbin (H.M.S. Caledonia), LEAM Phil Taylor (Culdrose), Cpl Tiv Lowe (CTCRM), AEM Budge Rogers (Yeovilton), App Nigel Hare (H.M.S. Fisgard), REA Merry (Yeovilton), LMEM Gig Thornehill (H.M.S. Bulwark) and LPT Jim Stephenson (H.M.S. Mercury), who was making a come-back after a two-year absence.

NEW MEN

The new men took their chance well, with Jim Stephenson scoring after good work by LPT Williams and POPT Ian Rees (H.M.S. Drake). App Hare, brought on as a substitute for CPO Neil Pattison, scored twice on his debut and should have had a hat trick.

It is significant that Hare and Corbin are the first apprentices to play for the Navy since Neil Pattison made his debut in 1976. The last apprentice to score for the Navy was Sammy Malcolmson in 1968, who has subsequently been capped 26 times for New Zealand since his move there.

A senior Sussex side defeated

SOCER

the Navy 3-0 at Lewes on November 18 after a goalless first half. Again the selector took the opportunity to introduce new players, including SEA Gary Ridgeway (H.M.S. Vernon) and STD Lewes (H.M.S. Bulwark).

DID WELL

Ridgeway did particularly well in goal, while the experienced POPT Alan Carlisle (H.M.S. Glamorgan) and POPT Rees frequently got their defence out of trouble.

LPT Lee Tongue (H.M.S. Raleigh), PO Len Ashmore (H.M.S. Heron) and Bugler John O'Connell (R.M. Eastney) were included in the Combined Services side for their goalless draw against Southampton Reserves at Aldershot.

The Royal Marines finally got on top in extra time to beat Plymouth 7-3 in their Inter-Command championships quarter final. The finals are scheduled for April, and the semi-final line-ups are Portsmouth v. Scotland and R.M. v. Medway or Air.

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MEM Jones (9) of H.M.S. Bulwark and LMEM(L) Lines (5) of H.M.S. Isis on the attack for Portsmouth during their upset win over Naval Air Command in the Inter-Command championships at Portsmouth.

Collingwood spoil 'Royal' cup final

C.T.C.R.M., winners of the Argyle and Sutherland Bowl, get a chance to add to their silverware collection when they meet H.M.S. Collingwood in the final of the Navy Knockout Cup at U.S. Portsmouth on December 10, writes Mike Vernon.

The Commando Training Centre accounted for H.M.S. Daedalus by 22 points to ten at Lympstone, while Collingwood spoiled a "Royal" cup final by beating Comacchio Company 19-3 at gale-swept Arbroath.

On December 3 at Havant's Hook Lane ground at Bedhampton, the Navy opens its work-up programme for Twickenham with a match against Hampshire (ko 1430), for which new selector Binge Gatehouse has invited a judicious mixture of seasoned players and young hopefuls. It will be Bob Easson's job as coach of the Navy side to start welding together a winning combination for the 1981 Inter-Service matches on February 28 (v. RAF) and March 7 (v. Army).

The work-up continues in the New Year with matches against Bath (January 7), Met Police (January 14), Bristol (January 20), Newbridge

RUGBY

(January 24) and Cambridge University (January 28). All are away except Met. Police, which is at the U.S. Ground, Portsmouth (ko 1430), and the Navy team would appreciate your support.

I can perhaps derive some glum satisfaction from the recent pronouncements of no less a pundit than Graham Mourie, outstanding captain and reader of a game, which would appear to support my strictures in last month's Navy News on the sterility of back play — and the responsibility of forward-dominated coaching trends for this state of affairs.

I now hear that, as exclusively forecast in this column, we have an authoritative statement from headquarters on backs' alignment which, no doubt enthusiastically adopted by ambitious coaches, sounds like a recipe for more stereotyping.

There used to be a popular theory that women's shoes in the late 60s and early 70s were so ugly that their designers must have been woman-haters; can the same analogy be applied to the fact that so many of today's rugby coaches are fowards?

SPORT

Pompey cool off the hot favourites ...

Portsmouth caused a major upset in the finals of the Inter-Command basketball championships at H.M.S. Nelson by beating the hot favourites, Naval Air Command.

Portsmouth coaches Lieut. McClenaghan and POPT Cooper decided on a man to man defence to counter the accurate shooting of Air Command stars Kemp, Darlington and Anderson, and aggressive defence work by Portsmouth's Baker, Johnson, Owen, Lines and Cornwall kept the Air lead down to 43-31 at half time.

BASKETBALL

In the second half Owen and Cornwall hit the basket with increasing accuracy, and Portsmouth levelled the score with four minutes left. At this crucial point, Portsmouth defensive guard Jones accumulated his fifth foul and was sent off.

It looked as though the Fleet Air Arm would regain the lead, but Portsmouth's man to man defence enabled them to steal the ball for three quick baskets.

TOP SCORERS

Final score was 84 to Portsmouth, 78 to Naval Air Command. Top scorers were Owen (28) and Cornwall (20) for Portsmouth, and Anderson (16) and McPhee (24) for Air.

One of the referees for the final was FCPO Mick Byrne who, before the game, was presented with a medal from the R.N. Basketball Association in recognition of his outstanding contribution to the game as player, official, coach and administrator.

BADMINTON

... and lift fourth title

Despite the absence of three or four key players, Portsmouth cruised to their fourth successive Inter-Command badminton title at a well-contested championship in H.M.S. Sultan.

Portsmouth's victory was achieved by a comfortable margin over Naval Air Command, with the Royal Marines a close third.

Outstanding individual performances were produced in the doubles by NSW Bob Dixon (H.M.S. Nelson) and Lieut. Geoff Rowlands (H.M.S. Collingwood) with 12 wins out of 12; and WEA Apps Halim and Lim (Collingwood) and Lieuts. Rod Palmer and Chris Hydon (H.M.S. Daedalus) with 11 out of 12.

AEAI Ted Hall (Daedalus) won all his eight singles matches, and Sub-Lieut. Bennett (Collingwood) and WEM(R) McGregor (H.M.S. Dolphin) won seven each.

Final results were: 1. Portsmouth, 47; 2. Air, 38; 3. R.N., 30; 4. Scotland, 9; 5. Medway, 6.

The Navy and WRNS teams combined last month for matches against Devon at H.M.S. Drake and the Army at Worthy Down.

With a number of regular players unavailable, the Navy team was largely experimental and lost to a strong Devon team 3-14.

Loss of all the ladies and mixed matches against the Army led to a similarly heavy defeat by 4-13, but there was some consolation for the men who won their part of the match 4-3. Lieuts. Palmer and Hydon played exceptionally well to win both their doubles.

JUDO

Royals in command

Results of the R.N. judo championships at CTCRM Lympstone last month were:

Novice yellow — LS McKinlay (H.M.S. Berwick) beat MNE Stokes (R.M. Poole); orange green — MNE Williams (845 Sqn) bt Cpl Reece (CTCRM).

Novice under-12 stone — JMNE Sharp (CTCRM) bt Cpl Perrell (CTCRM); over-12 stone — WEA Rook (Devonport) bt WEN(R) Hopkins (H.M.S. Berwick).

Open kyu grade — LS Hussy (H.M.S. Onslaught) bt MNE Beddis (R.M. Poole).

Masters competition — WOI Brown (CTCRM) bt WOI Riley (R.M. Poole).

Open — MNE Jordan (CDO LOG) bt MNE Doyle (R.M. Poole); extra-lightweight — MEM Pitman (H.M.S. Berwick) bt Sub-Lieut. Hook (RNEC); half lightweight — RCT Arblaster (CTCRM) bt LS Hussy (H.M.S. Onslaught); lightweight — MNE Doyle (R.M. Poole) bt MNE McQuade (3CDO BDE); half middleweight — MNE Duggan (CDO LOG) bt AEM Upward (H.M.S. Heron); middleweight — AB Young (H.M.S. Heron); Arrethusa — Cpl Smith (CTCRM); light-heavyweight — MNE Jordan (CDO LOG) bt MNE Jones (HQ Sigs); heavyweight — LS McKinlay (H.M.S. Berwick) bt MNE Cook (CDO LOG).

Inter-ship competition — CTCRM bt R.M. Poole, 4-3.

Inter-Command competition — Royal Marines bt Plymouth, 5-2.

Results of the R.N. and R.M. equitation championships at Bicton were:

Kemble Plate (Class 1) — 1. H.M.S. Osprey; 2. BRNC Dartmouth; 3. H.M.S. Fisgard; 4. Berthorn Trophy (Class 2) — 1. MNE Ranger; 2. AB Tyler; 3. Lieut-Col. R. F. Preston; R.M. Sturges Bowl (Class 3) — 1. H.M.S. Dolphin; 2. H.M.S. Fisgard; 3. H.M.S. Dryad.

Dressage — Lieut. Randall; 2. POPT Murnings; 3. Third Officer Warner. Lady Helling Cup — MNE Ranger. Bassett Cup — Cpl Holden. R.M. Novice rider — Capt. Fanshaw.

Dolphin win Sturges Bowl

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Canada bullion protest

The H.M.S. Edinburgh bullion quest story, first reported in Navy News, continues to attract wide interest, including an unconfirmed claim that the ship had been located in the Barents Sea.

Meanwhile a Canadian survivor of the Edinburgh, Mr. James Dayle, of Gananoque, Ontario, has sent a telegram about possible salvage of gold from the ship, which he describes as a "national war grave."

His cable added: "Desecration of our shipmates' tomb would damage the Navy's reputation. Have sent similar cables to Prince Philip, Margaret Thatcher and Michael Foot."

Recruiting to capacity

Reporting that the Royal Navy has been recruiting as many Servicemen as it has capacity to train, latest-released figures show that in the July-September quarter recruiting in this category was about the same as the corresponding quarter of 1979, while for the half-year it was nine per cent. above the 1979 figures.

Total outflow from the R.N. in the quarter was 14 per cent. lower than in the same quarter of 1979, and for the six-month period was 11 per cent. lower.



REOWN IN U.S.

After post-refit trials and tests, H.M. submarine Renown embarked her Polaris missiles at Coulport before leaving for the United States.

Her programme includes firing unarmed missiles down the Atlantic Missile Test Range and berthing at Port Canaveral, Florida.

The Port crew was operating the submarine on leaving Faslane, before take-over by the Starboard crew.

Tot Fund boost for Raleigh Naafi

With no chance of public funds for much-needed improvements to the heavily-used Naafi complex in H.M.S. Raleigh, the Sailors' Fund is to make a grant of £13,570.

The complex, a social focal point in the new-entry establishment, is used daily by large numbers of trainees, as well as members of the ship's company. The major improvements will include work on the Automat, colonnade, beerbar and store.

At a cost approaching £90,000, the project will be assisted by local contributions of £48,000 (including funds passed over from H.M.S. Ganges) and £20,000 from Naafi.

The Sailors' Fund grant of £13,570, made at the November Grants Committee, is subject to Trustees' approval. In early December the Fleet Amenities Fund is also being asked to help.

Flying Fish Club

Among other applications to be helped by the Sailors' Fund will be H.M.S. Osprey's Flying Fish Club, granted £4,000 in November towards "facelift" work. This bid also goes to the FAF.

The list of grants by both funds will be published in our January edition.

OILING IN THE GULF

Royal Navy patrol duties in the Gulf of Oman have now been taken over by H.M. ships Birmingham and Avenger. With R.F.A.s Fort Austin and Olmeda in support, they relieved H.M. ships Antrim and Naiad in early December, and will spend Christmas in the Gulf area.

Heading for the area too (as reported on Page One) will be H.M. ships Apollo and Ardent, together with RFA Tidepool.



Ships involved on Gulf of Oman duty have been carrying Union Flag markings in prominent positions on their upper decks, as displayed in this picture.

H.M. ships Coventry (left) and Alacrity, refuelling from the fleet tanker RFA Olwen, were the first to undertake the Gulf patrol, instituted as a precautionary measure soon after the Iraq-Iran war began.

Senior rates salute Mountbatten

The senior rates' mess in Portsmouth dockyard, which has just held a mess dinner to commemorate Admiral of the Fleet Earl Mountbatten, now hope this practice will be taken up by all naval senior rates' messes throughout the Fleet.

With the increase of official dinners in

senior rates' messes, they suggest that a specific occasion, or person, should be commemorated generally throughout the Royal Navy, similar to the Trafalgar Night tradition of the wardroom.

Recalling that Admiral Mountbatten took great interest in ratings and the conditions in which they served, they now plan to make their Mountbatten dinner an

annual one." It is hoped that this, and similar events of its kind, will serve to perpetuate the memory of a great man among the members of the Service that owes him so much."

Guest-of-honour at the first Mountbatten dinner of the Portsmouth mess was the Commander-in-Chief Naval Home Command (Admiral Sir Richard Clayton).

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